

# WSTC Public Outreach Program

Voice Of Washington State (VOWS)

Panel & Phone Surveys

Final Report

**Conducted by:**

Research Assurance and Abt SRBI

**Presented to:**

Washington State Transportation Commission

March, 2017



# Table of Contents

Background and Method	3
Executive Summary	5
Detailed Survey Findings	8
Importance of Transportation	9
Transportation Urgency & Grade	14
Need Additional Revenue	24
Gas Tax / Road Usage Charge	28
Importance of Transportation Aspects	37
Funding Support Issues	44
Trip Mode Percentages	54
Additional Comments on Washington State's Transportation System	56
<b>APPENDIX:</b>	
Demographics, Weighting Methodology, and Questionnaire	60

# BACKGROUND AND METHOD

# VOWS Program Overview

- **The Overall Purpose Of The Voice Of Washington State (VOWS) Program:** To provide the Commission, Governor and State Legislature with an understanding of Washington State citizen's attitudes and opinions on transportation policy & funding issues, investment priorities, and funding alternatives.
- **Panel Started In 2010:** Currently 29,868 panel members with 26,654 having done 1 or more surveys. Done over 10 different VOWS surveys since 2010 with the more recent having 7,000+ responses.
- **Conducted Two Probability Studies:** Address Base Sample (ABS) of 5,518 in 2010 and Random Digit Dial (RDD) Phone Sample of 1,000 in 2017.
- **VOWS Members Join the Panel Via:**
  - 50% Of The Random Address Based Sample Signed Up For The VOWS Panel
  - Emailed VOWS Invite To Registered & Active Washington State Voters & General Washington State Citizens
  - WSTC and WSDOT Website Links To VOWS Signup Page
  - Various Local Newspaper Articles With Links To VOWS Signup Page
  - "Recruit A Friend" Emails Sent By VOWS Members To Encourage Sign-up
- **Studies in 2017:** *Statewide Attitudes Towards Key Transportation Issue via RDD Phone and VOWS Panel conducted from January 6 – 21, 2017.*

# EXECUTIVE SUMMARY

# Executive Summary

## KEY SURVEY RESULTS

- Most Washingtonians think it's urgent that the state's transportation system "works effectively and into the future." (59% of the telephone sample and 68% of VOWS rate urgency as a 6/7 on a 7-point scale)
- A minority consider the state's transportation system overall to merit an "A" or "B" grade (28% phone and 18% VOWS). Fewer phone respondents grade it a "D" or "F" (22%); in contrast VOWS panelists appear to be more critical (41% D/F).
- Phone respondents were split in grading the extent to which the state properly funds transportation in their area (A/B: 31%; D/F: 34%), while VOWS respondent felt their areas underfunded (A/B: 19%; D/F: 41%).
- Phone respondents are more positive than negative about the transportation system in their area (A/B: 40%; D/F: 24%); in comparison VOWS respondents are more negative (A/B: 19%; D/F: 45%).
- More of the phone respondents (than VOWS) agree that the state needs more transportation funding (66% and 41%, respectively). For VOWS, almost as many disagree as agree (39% and 41%, respectively) but a sizable group among them is not sure (20%).
- The majority of both the phone and VOWS respondents feel the gas tax is fair (71% and 62%), but fewer feel this way about a road usage charge (47% and 39%). Head to head, both groups are more likely to feel the gas tax is more fair than the road usage charge (43% and 44% seeing the gas tax as more fair, 10% and 25% seeing the road usage charge as more fair). Appreciably large groups within both see them as essentially the same, both unfair, or are not sure (46% - phone respondents and 32% - VOWS).
- For them personally, more prefer the gas tax to the road usage charge. Among phone respondents, 52% prefer the gas tax and 14% the road usage charge. Among VOWS, 42% and 17% respectively. The remainder see them as equivalent or are not sure.

# Executive Summary

## KEY SURVEY RESULTS

- Support for Washington State providing more funding for public transit service is mixed. Among phone respondents, 56% support it but 42% oppose. Among VOWS, 40% support and 48% oppose.
- Similarly, support for using the gas tax to help fund the ferries is mixed. Support vs. opposition is 65%/32% among the phone respondents and 41%/43% among VOWS.
- Support for using tolling to pay for new state projects is split: 49% of the phone respondents support it but 48% oppose, and 42% of VOWS support and 46% oppose. The remainder in each case are not sure.
- With respect to dynamic tolling, there is more opposition than support. Among phone respondents, 53% oppose it while 44% support. Among VOWS, 52% oppose and 36% support.
- Support for higher tolls for those traveling alone in express HOV lanes is also mixed. Half (50%) of the phone respondents support, and 40% oppose. VOWS is very similar.
- Read a series of WSTC roles to rank in importance, “maintaining and repairing existing roads, highways, and bridges” was the most important among both phone respondents and VOWS (83% of phone respondents and 89% of VOWS respondents rating it a 4 or 5 on a 5-point scale where a 5 meant “extremely important.”)
- Other matters were considered important by fewer; improving regional airports and building bike lanes were important to the smallest segments. Improving airports was rated important by 40% of the phone respondents and 23% of VOWS; building bike lanes were rated important by 38% of the phone respondents and 25% of VOWS.

# DETAILED SURVEY FINDINGS

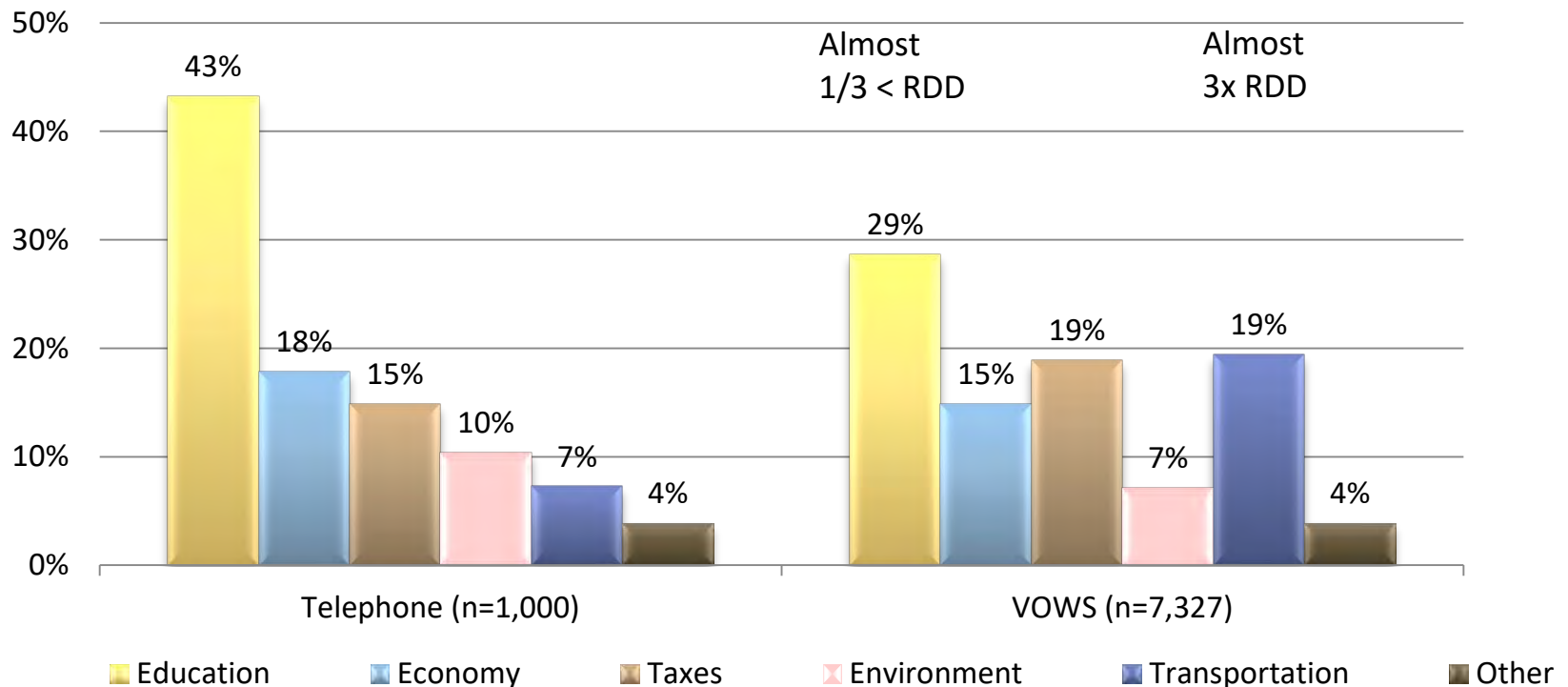


# IMPORTANCE OF TRANSPORTATION

# Most Important Issue

- The most important issue to those on the telephone and those on the panel is education; but fewer say this on the panel.
- Panelists are more likely than those on the telephone to feel transportation is more important.
- Otherwise, the two samples are similar.

## Most Important Issue in Current Legislative Session



F2. Of just the following five areas, which of those do you feel is the most important issue facing the current legislature?

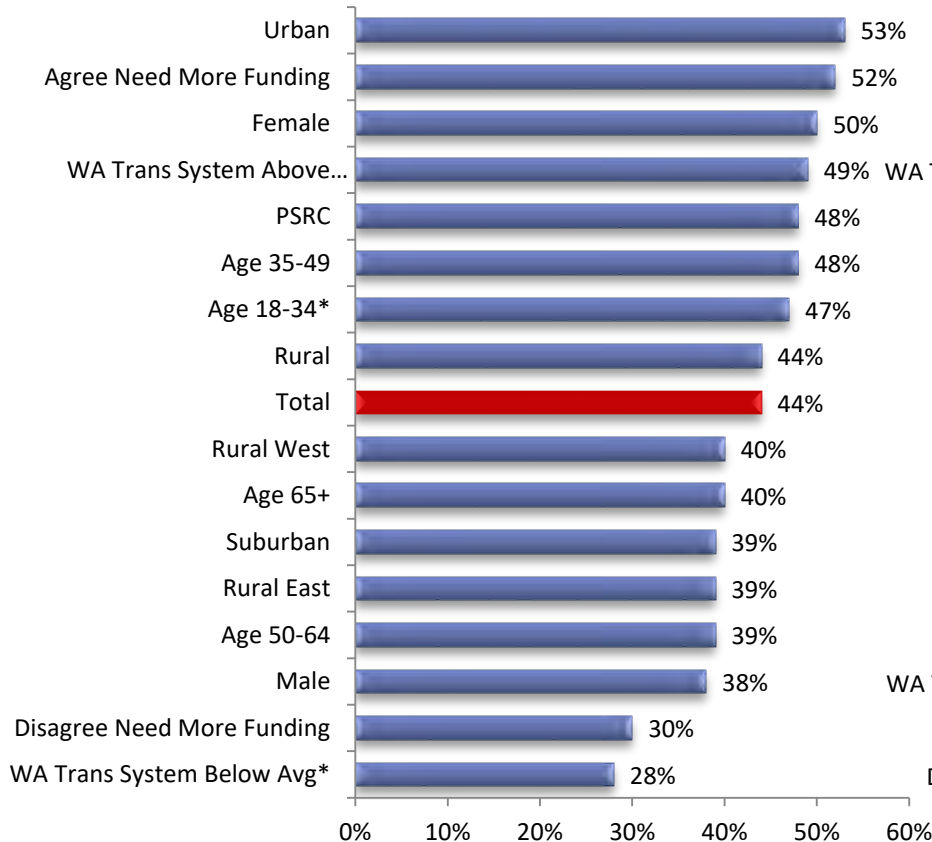
# Comparison Chart Explanation

- The chart on the next page looks at the percentage of people who feel that education is the most important issue for the current legislative session – and what percentage feel that way among various subgroups within the telephone sample and within VOWS.
- It also ranks the subgroups according to this feeling, so that the subgroups where this percentage is greatest is at the top, and that where it is the lowest is at the bottom.
- For example, among those in the telephone sample who said they live in an urban area, 53% felt education was the most important issue, and no other subgroup had a higher percentage. Consequently, “urban” is the first subgroup listed in the chart for the telephone data.
- Conversely, among those in the telephone sample who grade the Washington State transportation system as “below average” (giving it a “D” or “F”), only 28% felt education was the most important. None of the examined subgroups had a lower percentage, thus this group is listed last in the chart for the telephone data.

# Education - Most Important

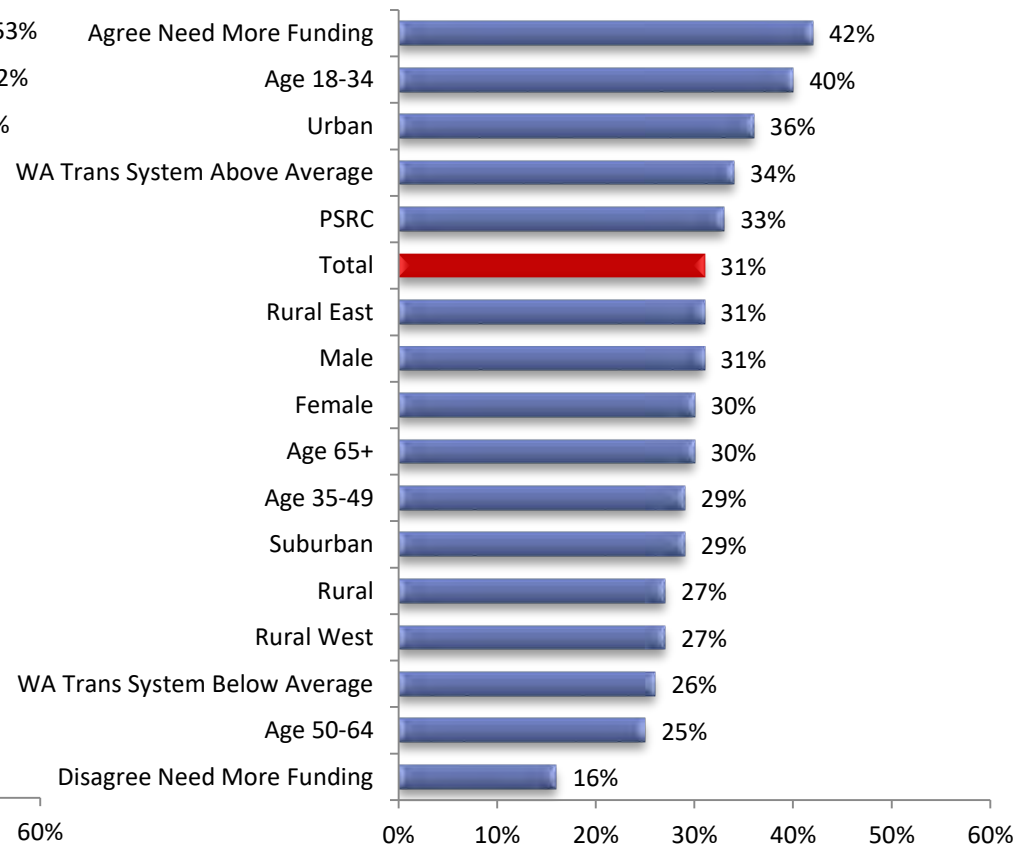
- Feelings that education is the most important issue among the telephone sample were at 50% or more among those in urban areas, those agreeing transportation needs more funding, and women.
- None of the subgroups in VOWS felt this at 50% or more, but consistent with the telephone those agreeing transportation needed more funding and those in urban areas were among the leaders in this opinion.

**Phone (n=1,000)**



\*Caution: "Effective" base is small, <30

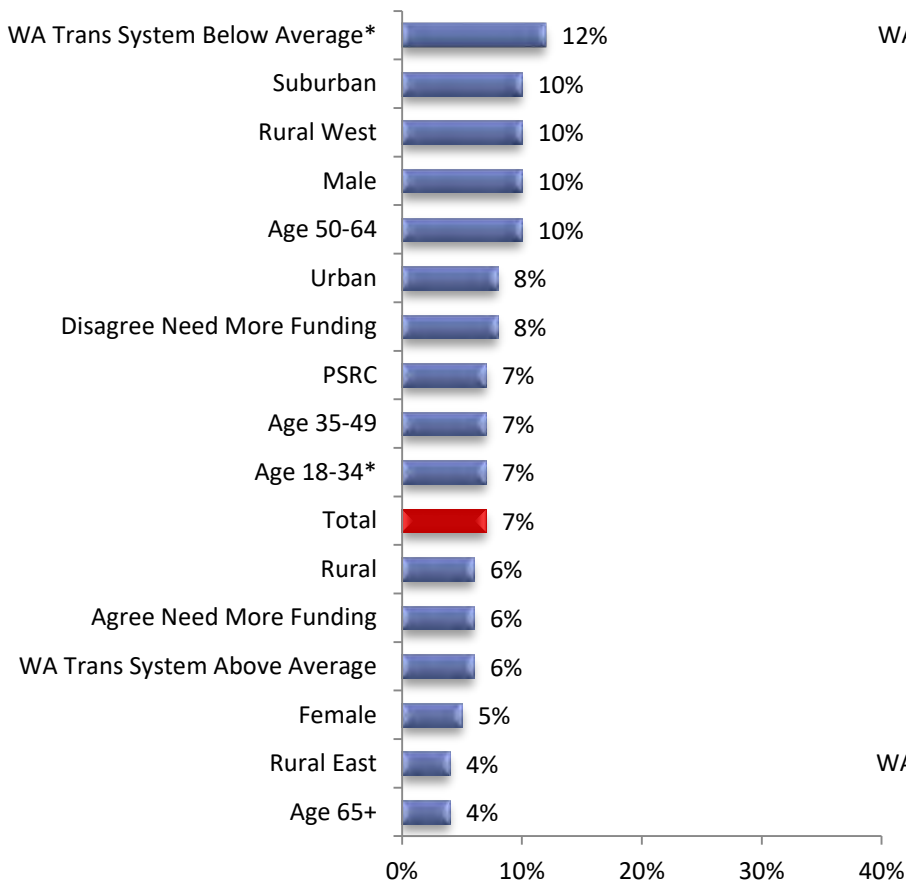
**VOWS (n=7,327)**



# Transportation - Most Important

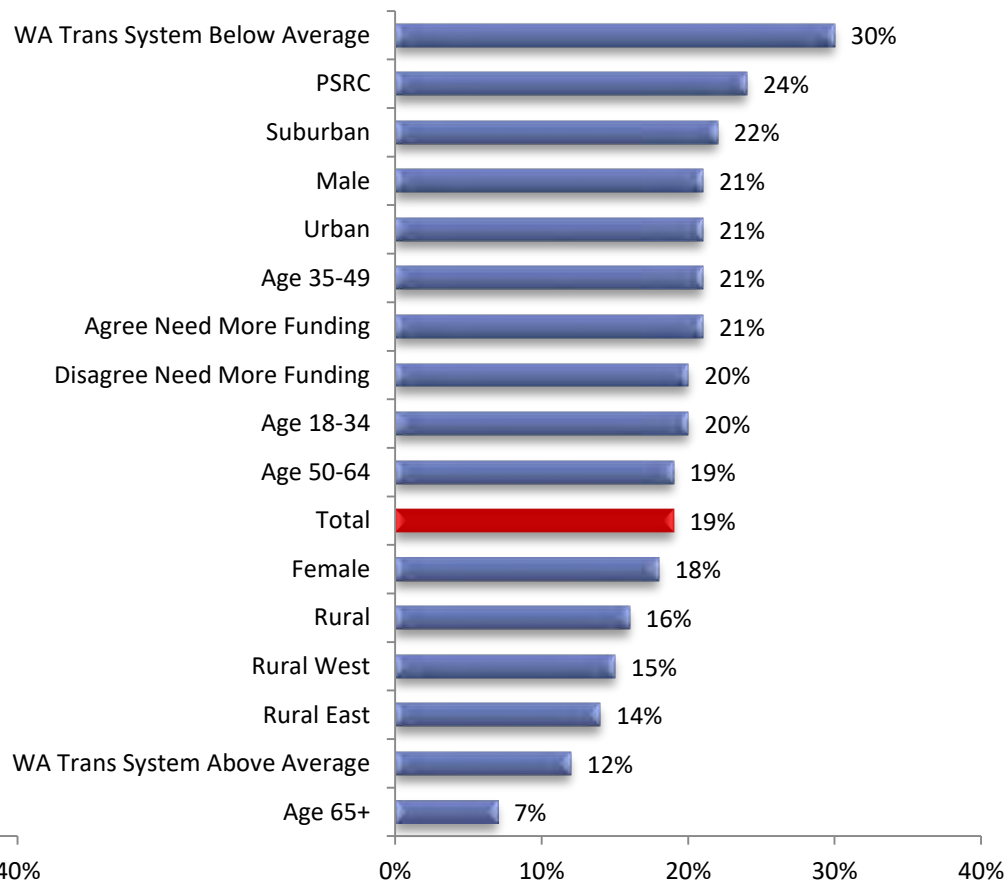
- The feeling that transportation is the most important issue varied little among subgroups in the telephone sample.
- The range of responses within VOWS is much greater, with a maximum of 30% among those who feel the transportation system is below average, down to 7% among those age 65+ -- these two groups have the same "rank" in the telephone sample.

**Phone (n=1,000)**



\*Caution: "Effective" base is small, <30

**VOWS (n=7,327)**

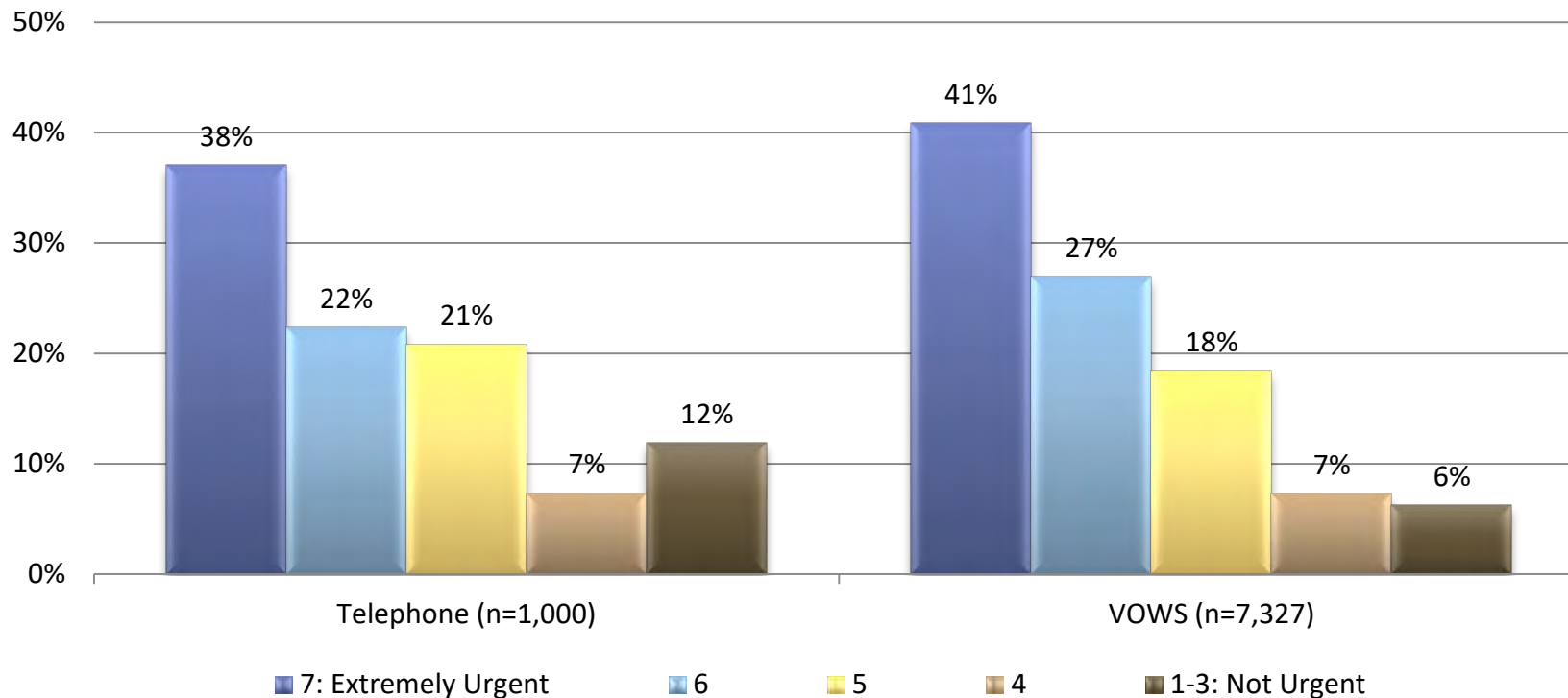


# TRANSPORTATION URGENCY & GRADE

# Urgency

- Feelings of urgency that the “transportation system works effectively today and into the future” were similar across the two samples: 38% among the telephone sample and 41% among VOWS rated the urgency a “7, extremely urgent.”

## Making Sure Transportation System Works Effectively



T1. How urgent do you feel it is to make sure Washington's transportation system WORKS EFFECTIVELY today and into the future?

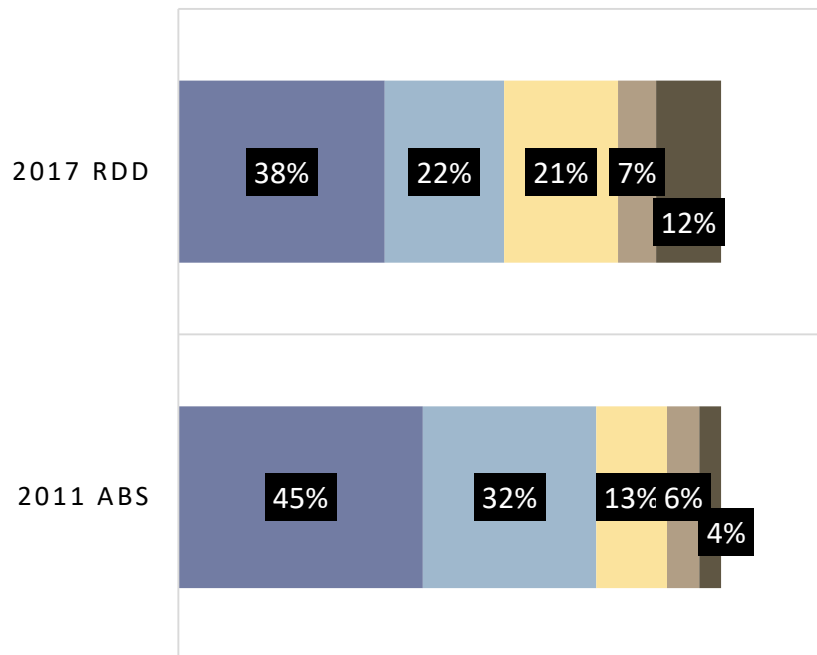
# Urgency

- Feelings of urgency in the 2017 telephone sample are lower than a prior random study (2011): 60% rate it a 6/7 in 2017 vs. 77% 6/7 in 2011.
- The historical VOWS panel study data show less variation: 6/7 ratings of 68% in 2011, 68% in 2013, 74% in 2014, and 68% in the current 2017.

## Making Sure Transportation System Works Effectively

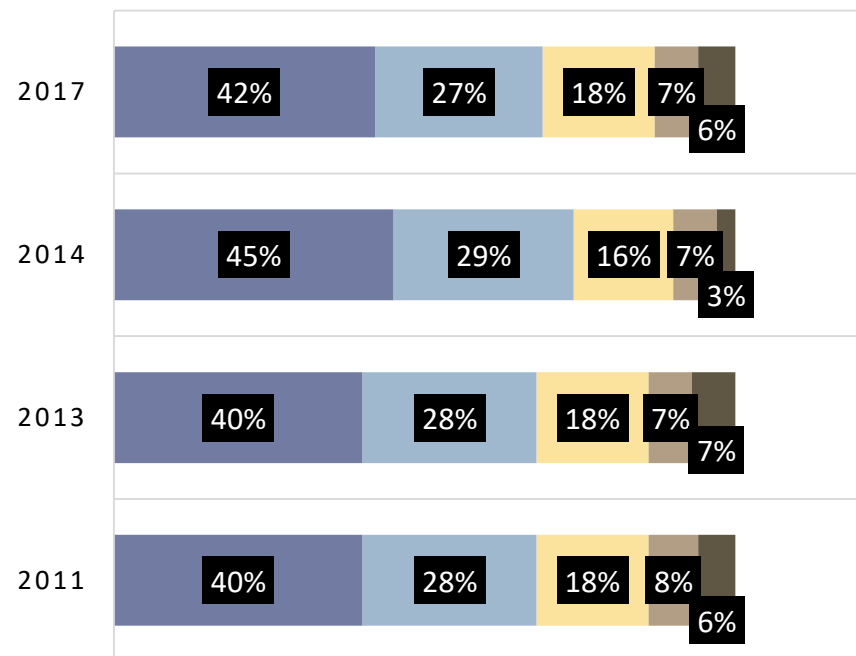
### RANDOM STUDIES

■ 7:Ext Urgent ■ 6 ■ 5 ■ 4 ■ 3-1: Not Urgent



### PANEL STUDIES

■ 7:Ext Urgent ■ 6 ■ 5 ■ 4 ■ 3-1: Not Urgent



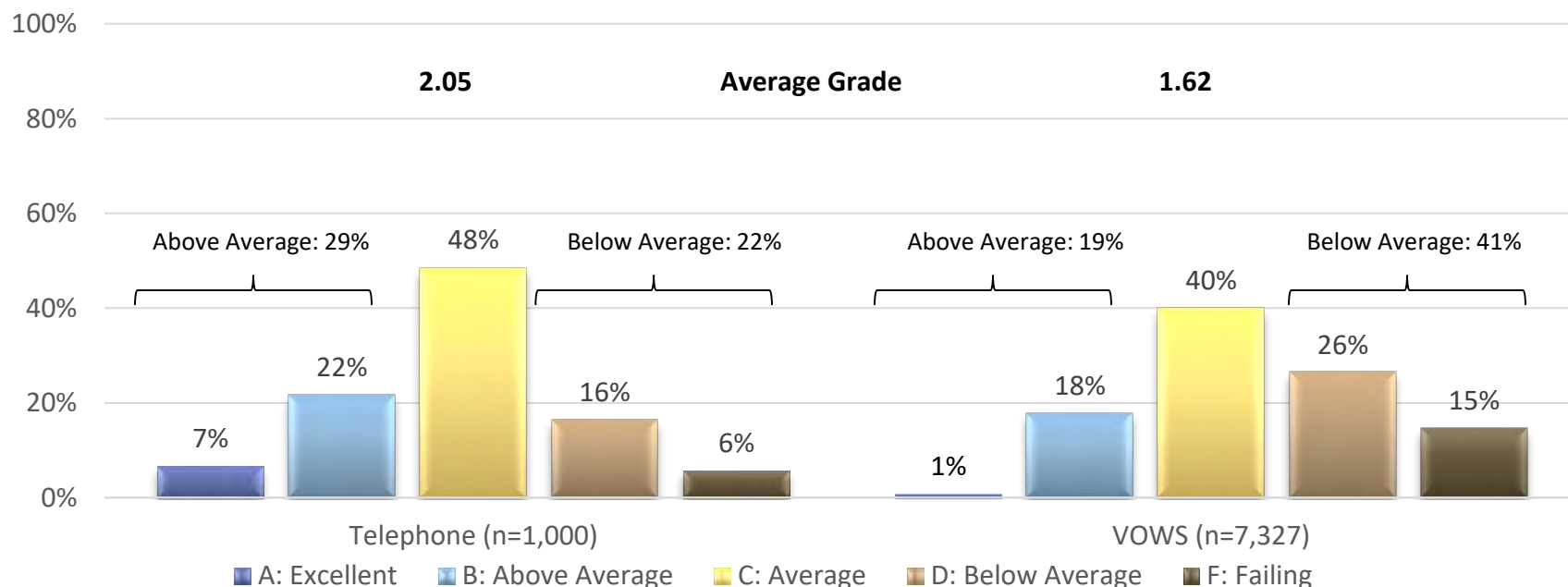
T1. How urgent do you feel it is to make sure Washington's transportation system WORKS EFFECTIVELY today and into the future?



# State Transportation Grade

- Telephone respondents grade Washington's transportation system more positively than VOWS panelists, with 29% on the phone giving it an A/B grade, but only 19% of VOWS doing so.
- Only one in five (22%) on the telephone grade it D/F, but 41% do so in the VOWS panel.

## Overall Washington Transportation Grade



T2. Using a school grading scale where A equals Excellent, B equals Above Average, C equals Average, D equals Below Average and F equals Failing, how would you rate Washington's transportation system OVERALL on an A to F scale?

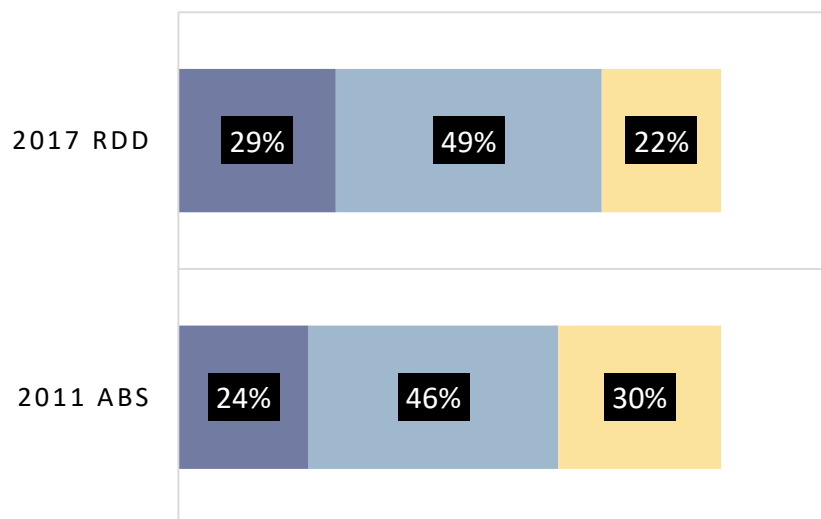
# State Transportation Grade

- The random studies' grading has shifted more positive over time, with A/B grades going from 24% in 2011 to 29% currently, as well as decreases in D/F (from 30% to 22%).
- The trend in the panel studies is reversed, with a decrease in A/B grades after 2012, but a general increase in the percentage giving D/F grades in each successive year.

## Overall Washington Transportation Grade

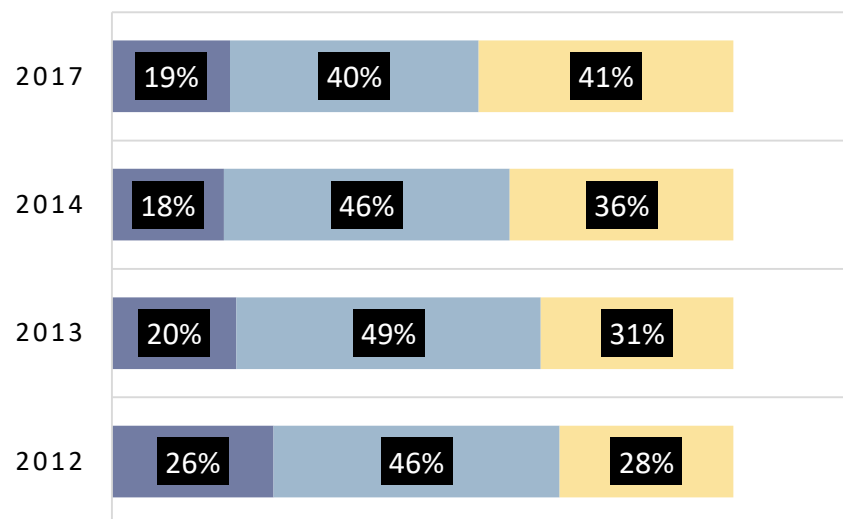
### RANDOM STUDIES

■ Above ■ Average ■ Below



### PANEL STUDIES

■ Above ■ Average ■ Below

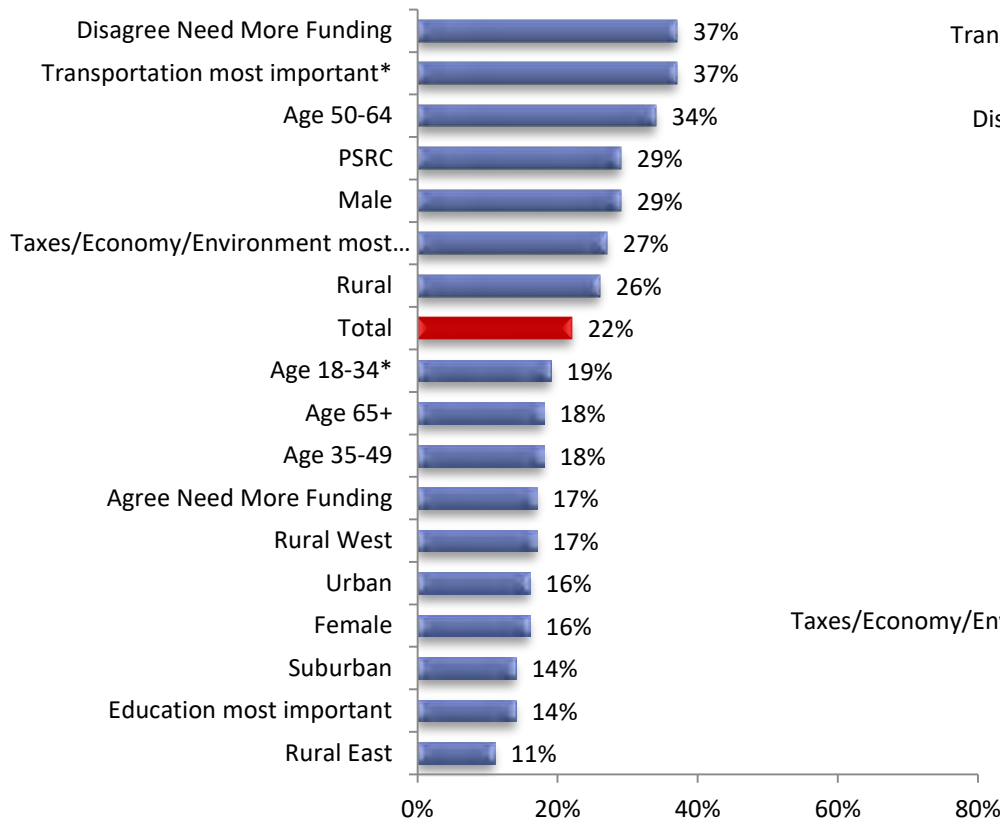


T2. Using a school grading scale where A equals Excellent, B equals Above Average, C equals Average, D equals Below Average and F equals Failing, how would you rate Washington's transportation system OVERALL on an A to F scale?

# D or F State Transportation Rating

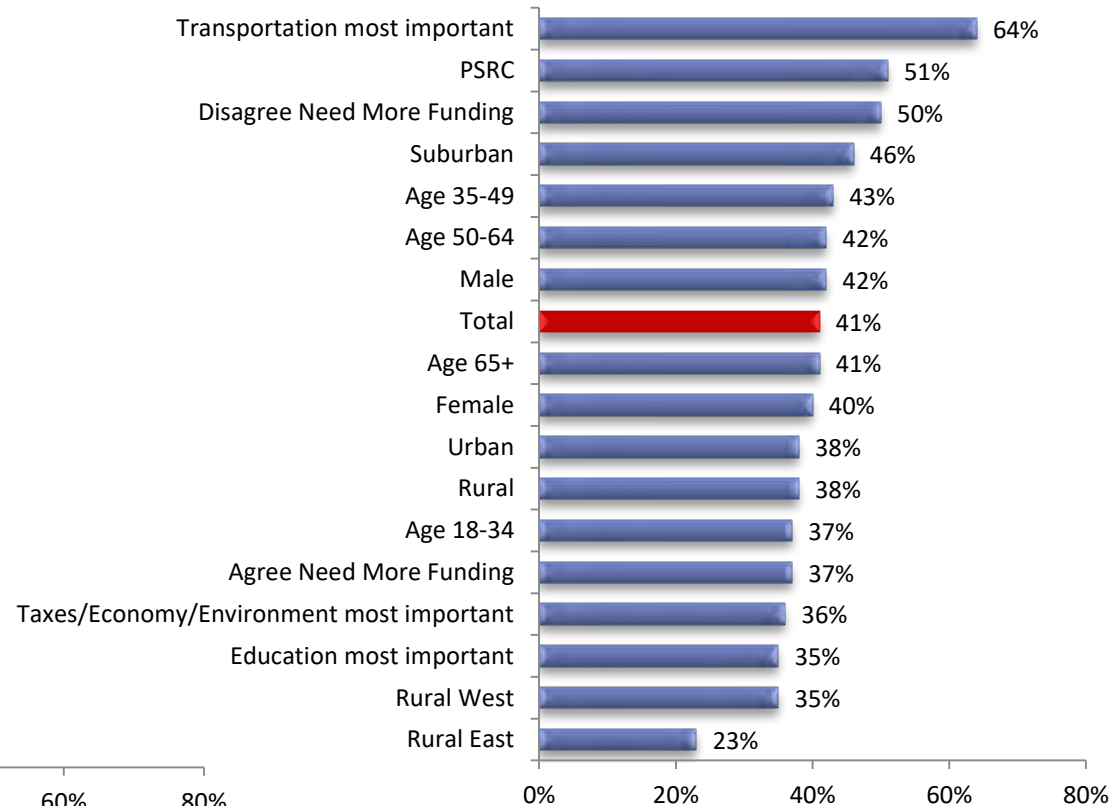
- In both samples, D/F grades were more likely from those who disagree that transportation needs more funding, and those who feel that transportation is the most important issue. Those age 50-64 in the telephone sample and those living in PSRC in VOWS were also more likely.
- In both samples, rural East residents are least likely to grade the system D/F.

**Phone (n=1,000)**



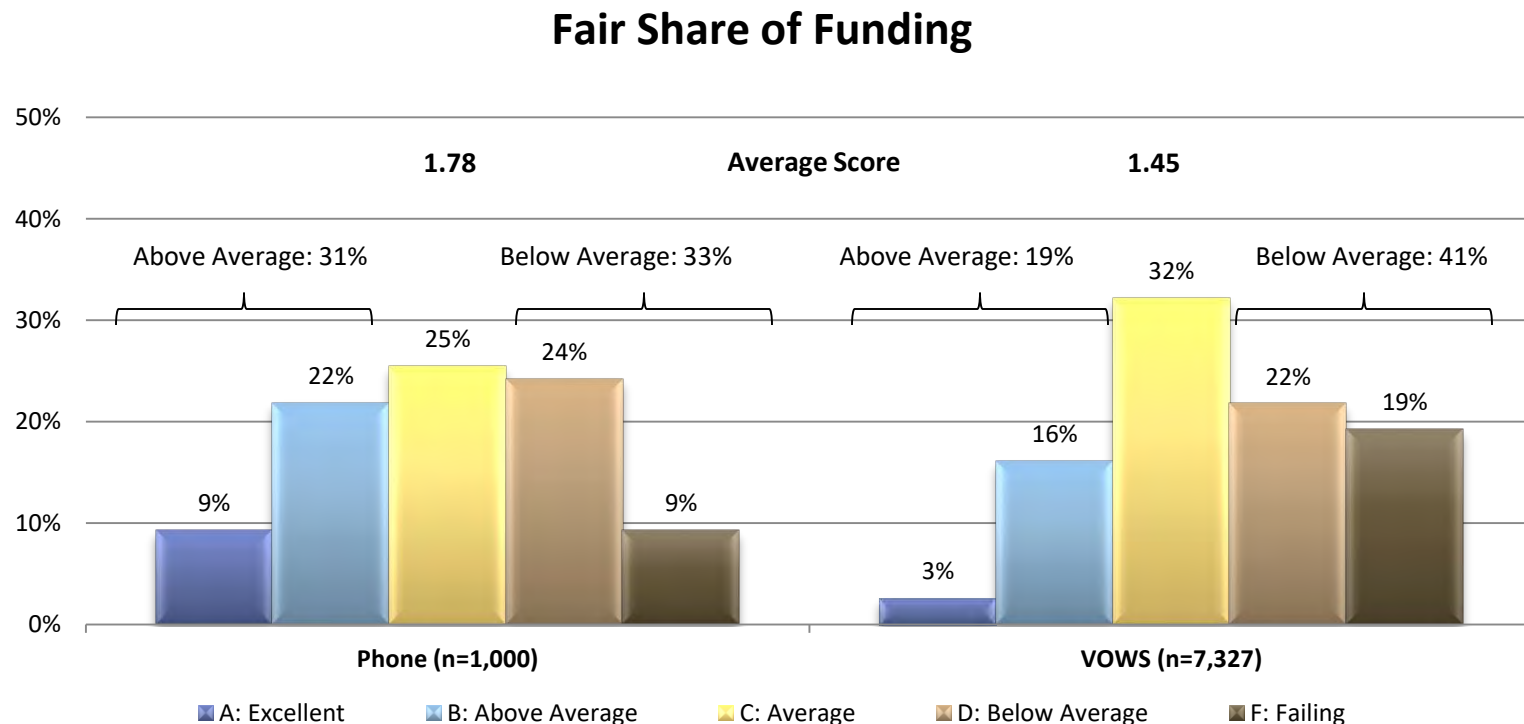
\*Caution: "Effective" base is small, <30

**VOWS (n=7,327)**



# Fair Share of Funding

- Telephone respondents are evenly split between giving the state above or below average grades for making local transportation funding (31% and 33% respectively).
- This is not the case with VOWS, with more giving below average grades than above average grades (41% vs. 19%).



T3. Again, using an A through F grading scale, what grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

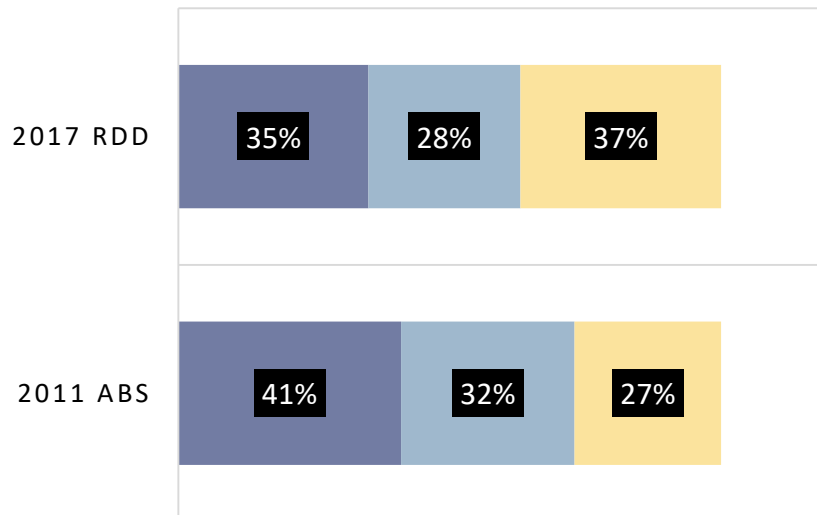
# Fair Share of Funding

- Both the random studies and the panel studies have seen an increase in giving the state below average grades in making sure the state gets a “fair share” of transportation funding to their area: an increase from 27% to 37% for the random studies, and 35% to 45% for the panel studies – a 10%-point increase over approximately the same time period.

## Fair Share of Funding

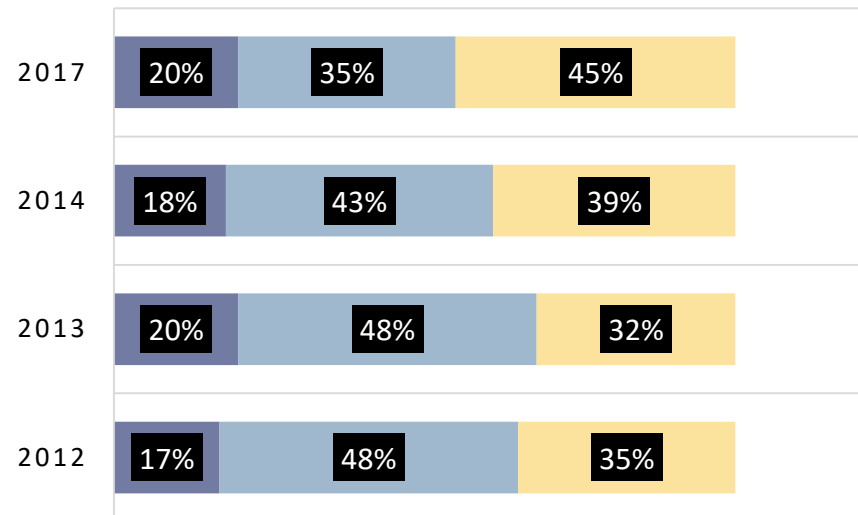
### RANDOM STUDIES

■ Above ■ Average ■ Below



### PANEL STUDIES

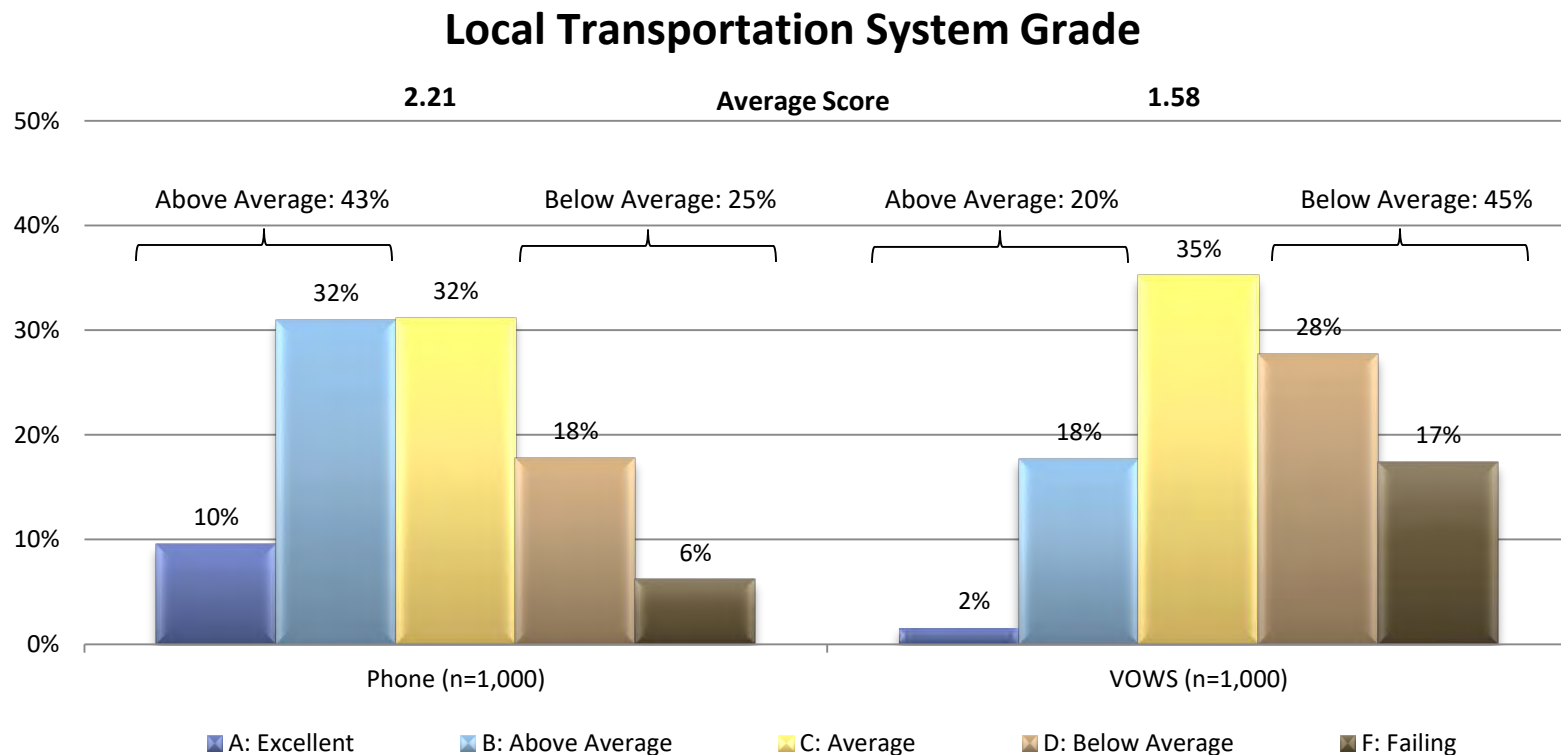
■ Above ■ Average ■ Below



T3. Again, using an A through F grading scale, what grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

# Local Transportation Grade

- Telephone respondents tended to give their local transportation systems above average grades (43% A/B) while the VOWS panelists tended to give their local transportation systems *below* average grades (45% D/F).



T4. Using the same A through F grading scale, what grade would you give the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

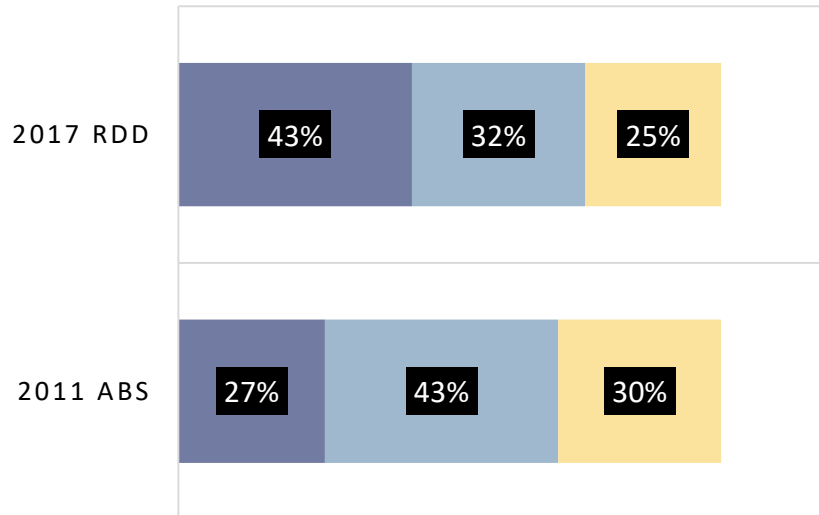
# Local Transportation Grade

- Over time, grades for the local transportation system have been improving in the random studies (27% above average in 2011, 43% in 2017).
- The VOWS panelists have been moving in the reverse direction, from 35% D/F in 2012 to 45% in 2017.

## Local Transportation System Grade

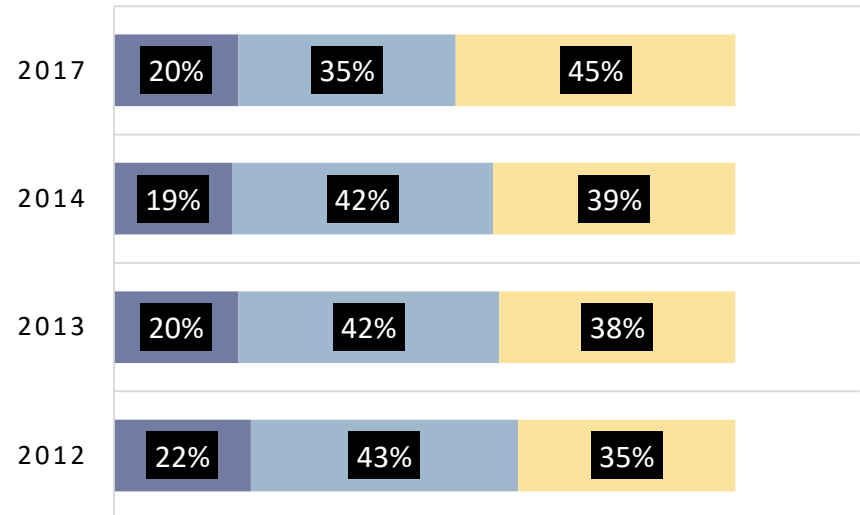
### RANDOM STUDIES

■ Above ■ Average ■ Below



### PANEL STUDIES

■ Above ■ Average ■ Below



T4. Using the same A through F grading scale, what grade would you give the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

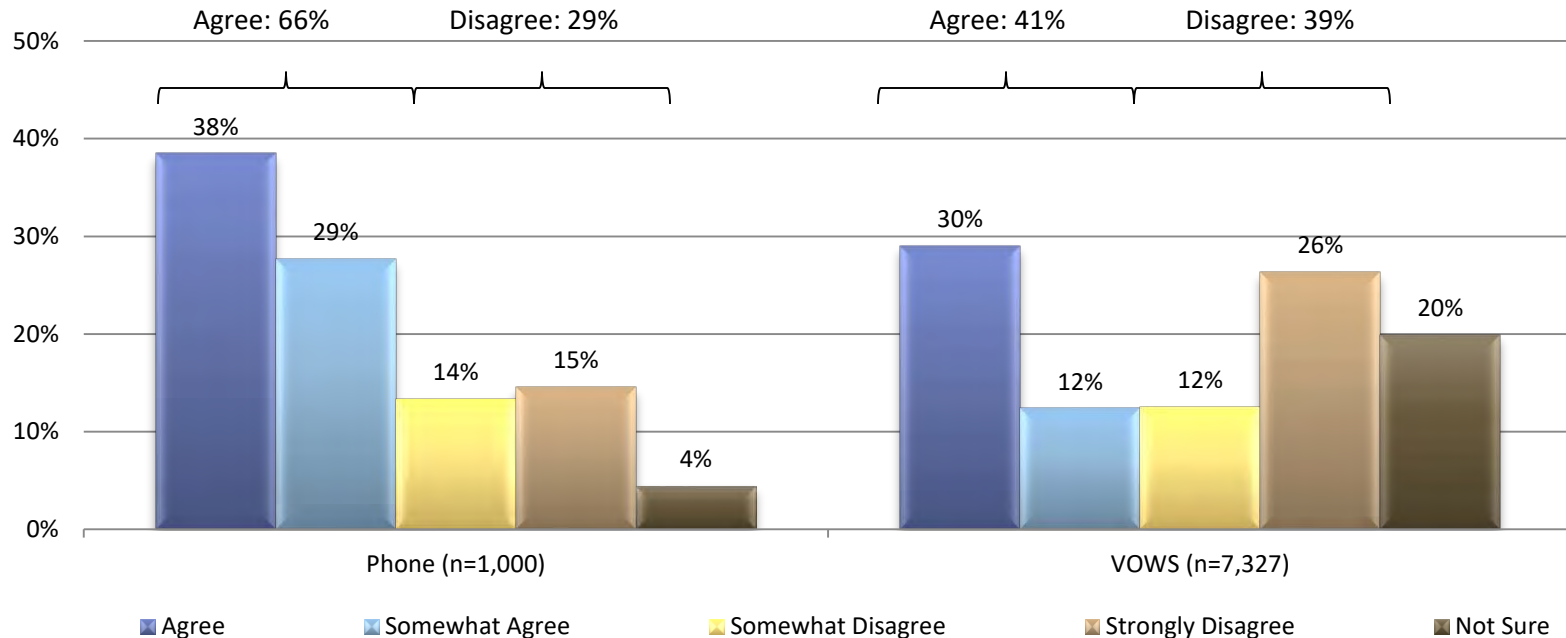
# NEED ADDITIONAL REVENUE



# Need Additional Revenue

- The RDD telephone sample and VOWS conflict regarding whether the state needs additional revenue to keep the transportation system “safe, effective, and properly maintained”. The telephone panel is inclined to agree (66% agree vs. 29% disagree), but the VOWS panel is more evenly split (41% agree, 39% disagree). Many in the VOWS panel are not sure (20%), suggesting room for persuasion.

## Washington State Needs Additional Revenue



T5. Do you agree or disagree with the following statement: Washington State needs additional revenue to keep our transportation system safe, effective and properly maintained?

# Need Additional Revenue

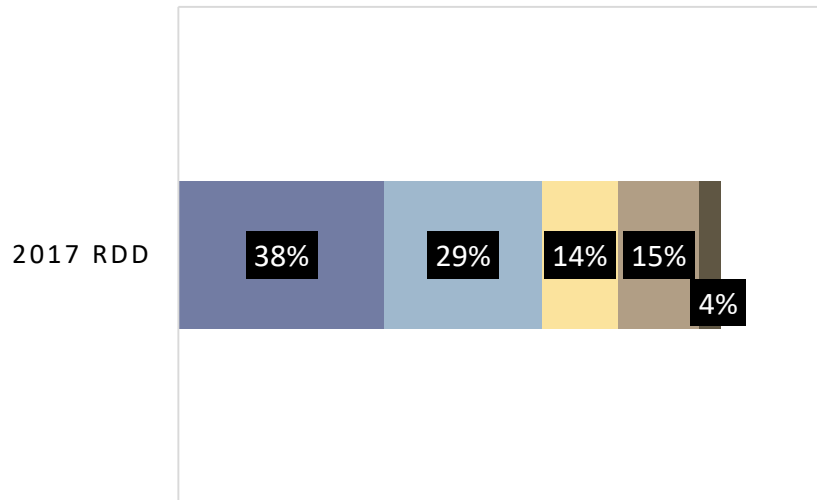
- Although there is no historical comparison available for the 2017 RDD telephone survey, there is for the panel studies, where there have been shifts. Since 2012 there has been a decrease in agreement on needing additional revenue for transportation (62% to 42%), chiefly in a decrease of those saying they “somewhat” agree. At the same time there have been increases those saying they strongly disagree (from 16% to 26%) as well as “not sure” (5% to 20%).

## Washington State Needs Additional Revenue

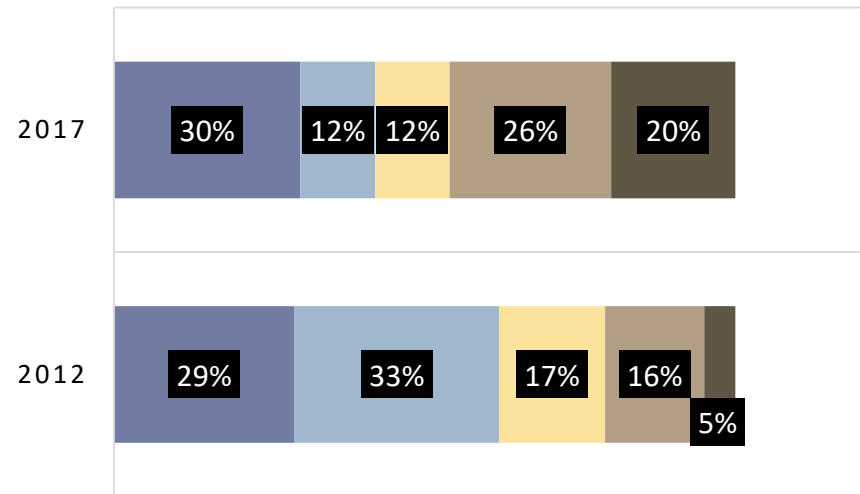
### RANDOM STUDIES

### PANEL STUDIES

Strongly Agree      Somewhat Agree  
Somewhat Disagree      Strongly Disagree  
Not Sure



Strongly Agree      Somewhat Agree  
Somewhat Disagree      Strongly Disagree  
Not Sure

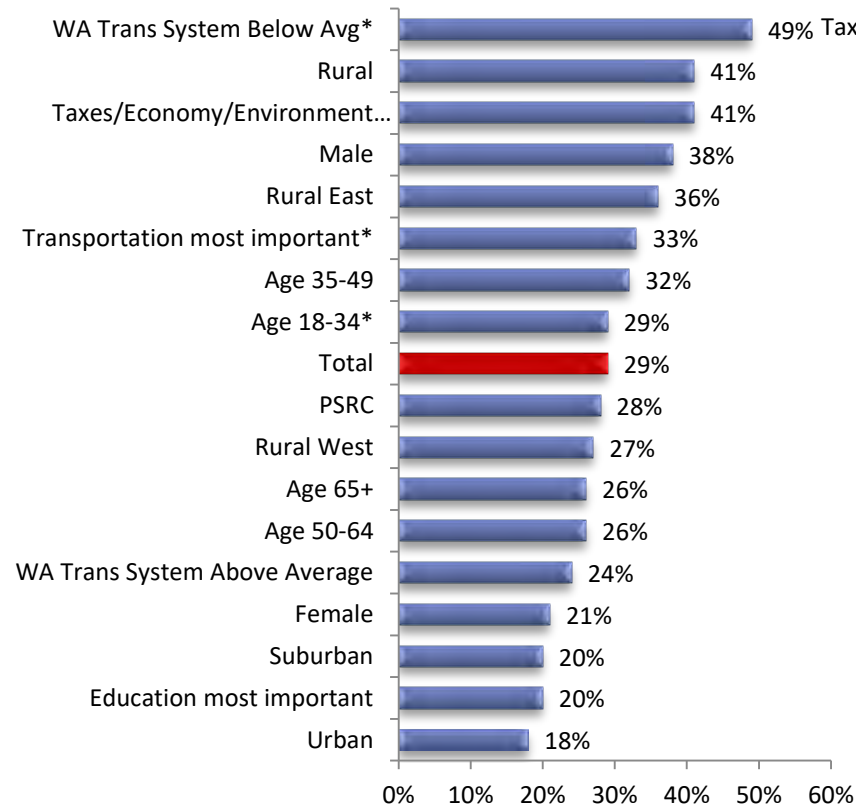


T5. Do you agree or disagree with the following statement: Washington State needs additional revenue to keep our transportation system safe, effective and properly maintained?

# Need Additional Revenue

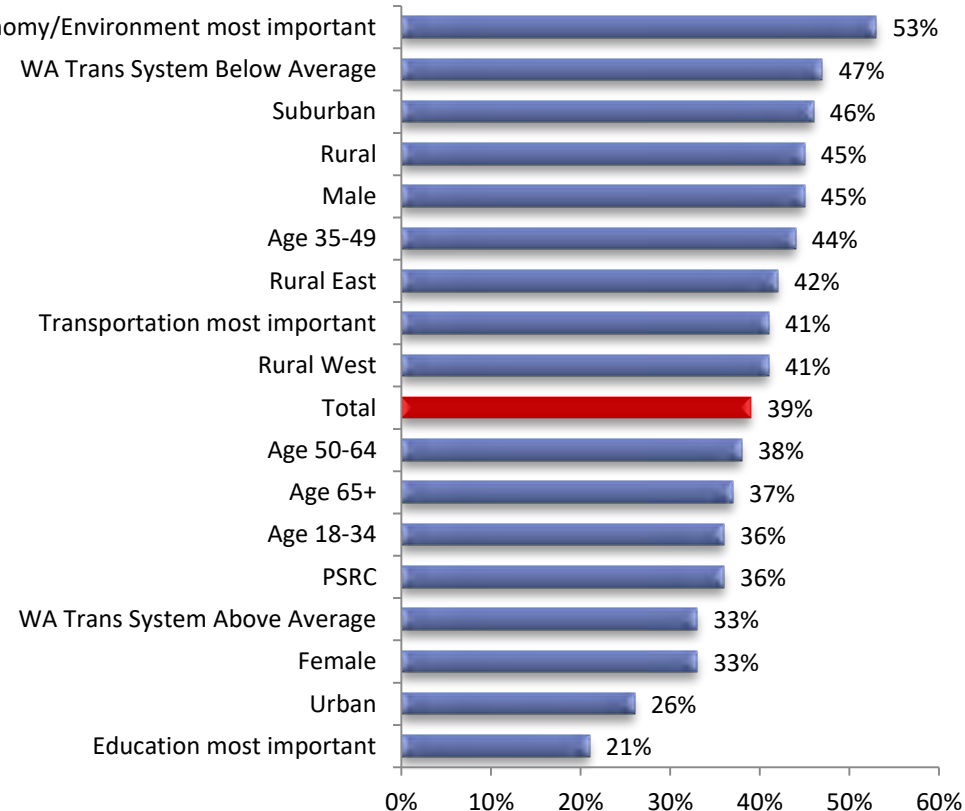
- Agreeing that Washington needed more revenue to maintain its transportation system was stronger among those who currently give it below average grades, live in rural areas, and consider taxes/economy/environment more pressing than transportation or education, and males; this is true for both samples. Those in urban areas are less likely to agree.
- Those living in the suburbs react differently within the two samples; in the telephone sample they are less likely to agree, but more likely to agree in the VOWS sample.

**Phone (n=1,000)**



\*Caution: "Effective" base is small, <30

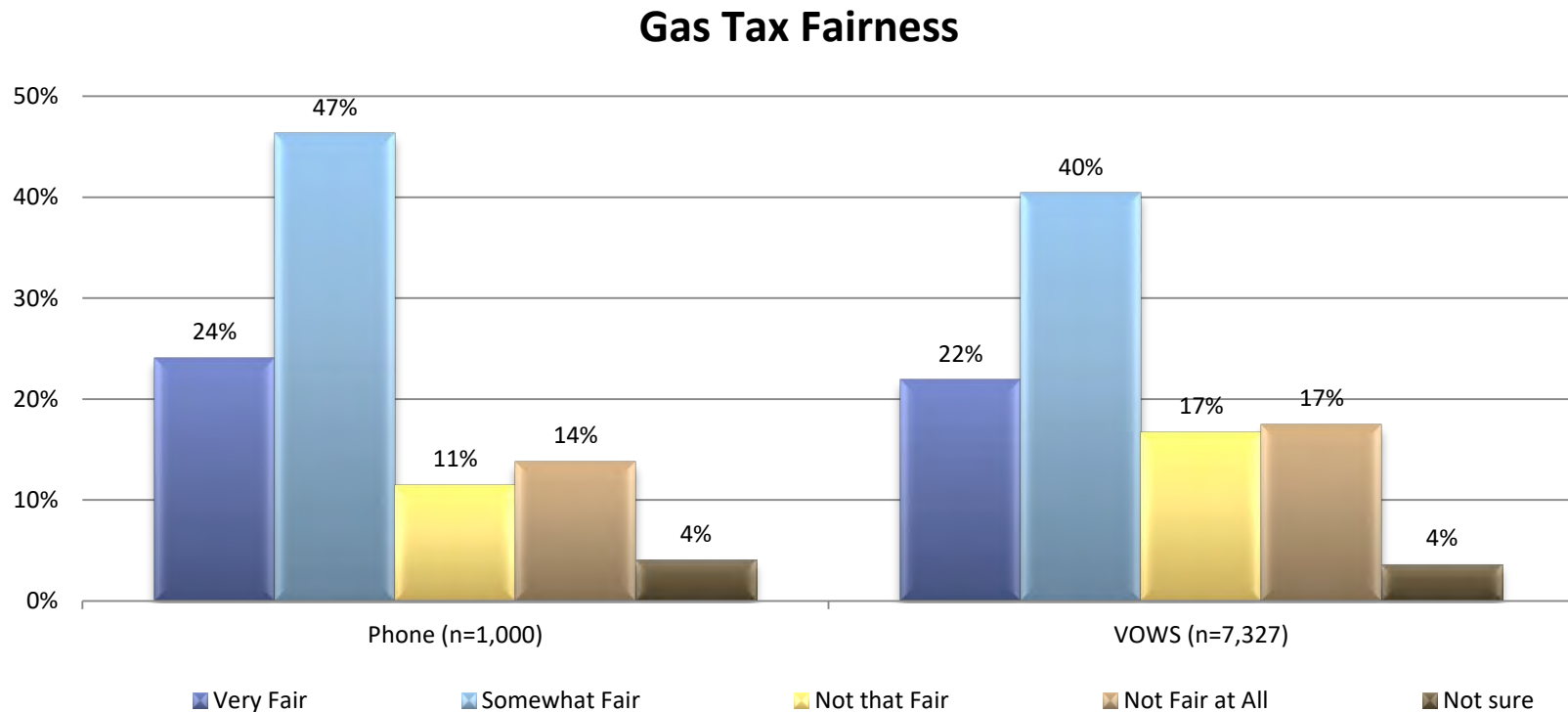
**VOWS (n=7,327)**



# **GAS TAX / ROAD USAGE CHARGE**

# Gas Tax Fairness

- The two samples are similar with respect to a clear majority feeling the gas tax is fair (71% among the RDD and 62% in VOWS), and they are similar with respect to considering it “very fair.”



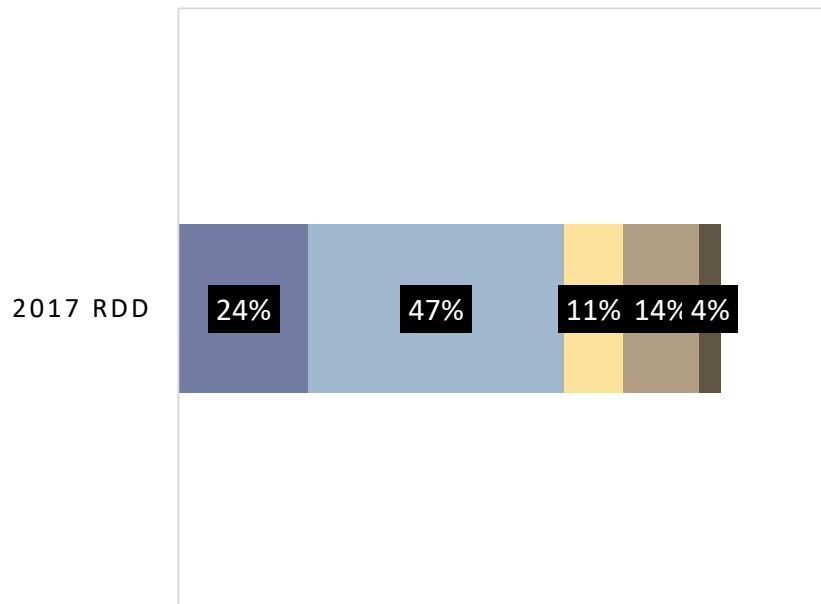
T6. Currently the transportation system is funded by a per gallon gas tax. Would you say using the gas tax to fund transportation is...

# Gas Tax Fairness

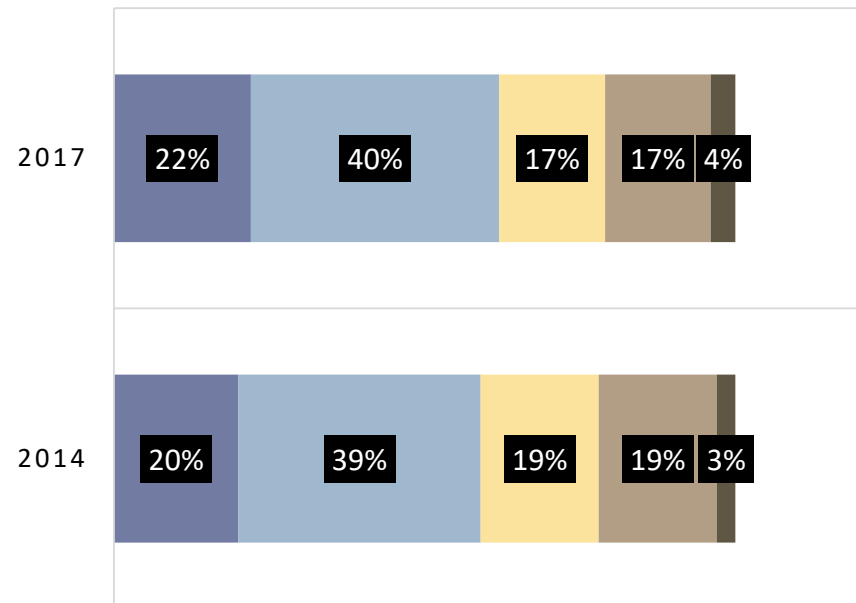
- No historical comparison is available for the random studies, but VOWS opinions in 2017 are very similar to those collected in 2014.

## Gas Tax Fairness

### RANDOM STUDIES



### PANEL STUDIES

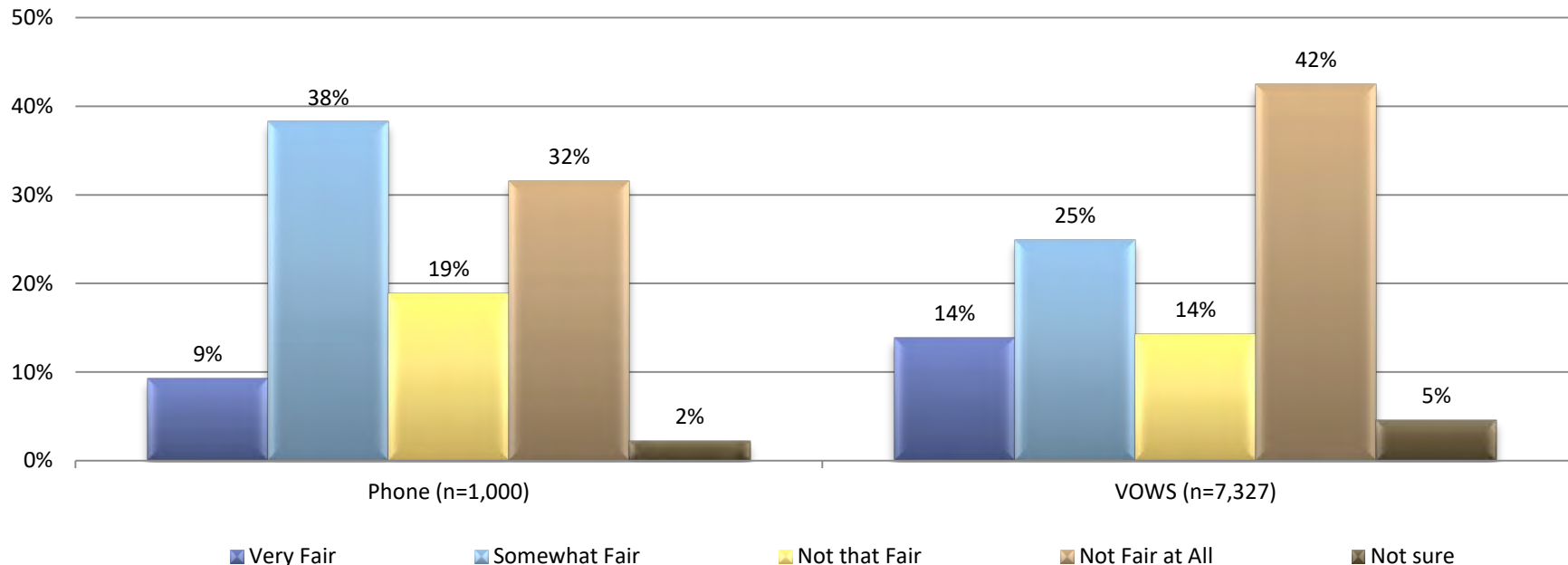


T6. Currently the transportation system is funded by a per gallon gas tax. Would you say using the gas tax to fund transportation is...

# Road Usage Charge Fairness

- The telephone respondents seem somewhat more willing to consider the road usage charge fair (47% vs. 39%), while those in VOWS are more likely to consider it “not at all fair” (42% vs. 32%).

## Road Usage Charge Fairness



T7. A road usage charge is a different way to fund transportation. It would replace the gas tax and charge drivers by the miles driven instead of by the gallons used, resulting in all drivers paying the same amount per mile for their use of the road, regardless of their vehicle's Miles Per Gallon

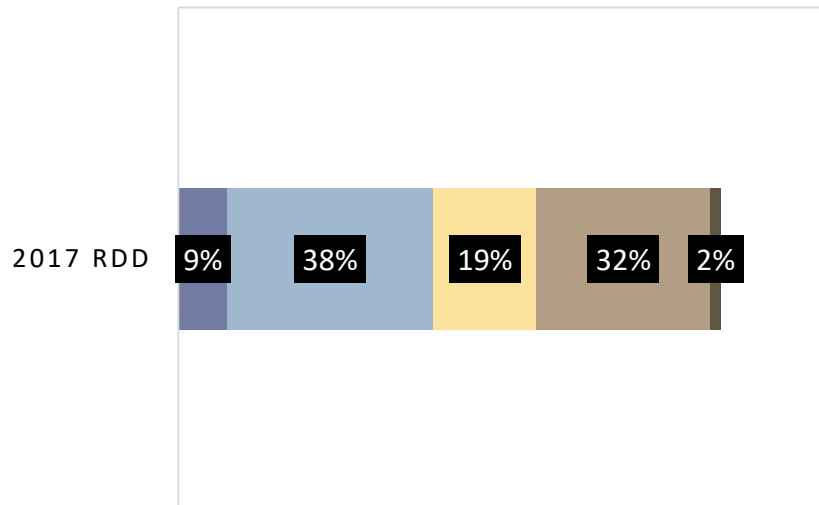
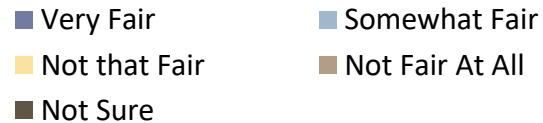
Knowing this, would you say road usage charge is ...

# Road Usage Charge Fairness

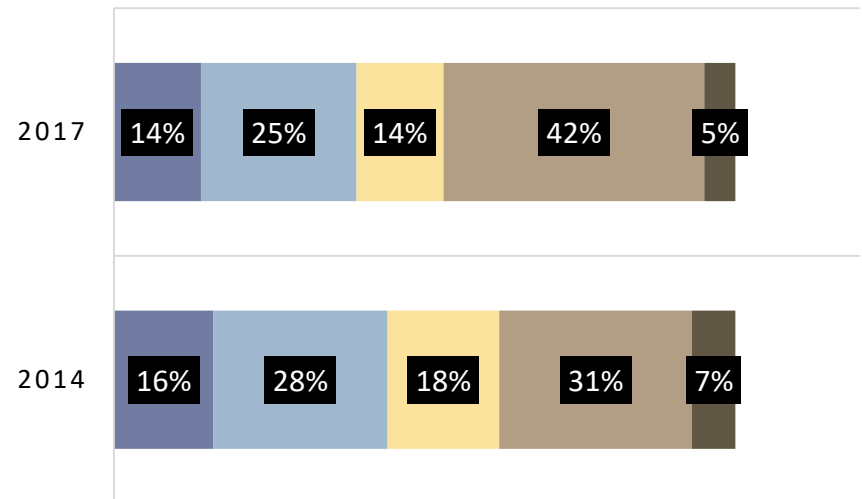
- There is no historical comparison for the RDD telephone research, but in VOWS feelings that the road usage charge is “not at all fair” have grown from 31% in 2014 to 42% in 2017.

## Road Usage Charge Fairness

### RANDOM STUDIES



### PANEL STUDIES



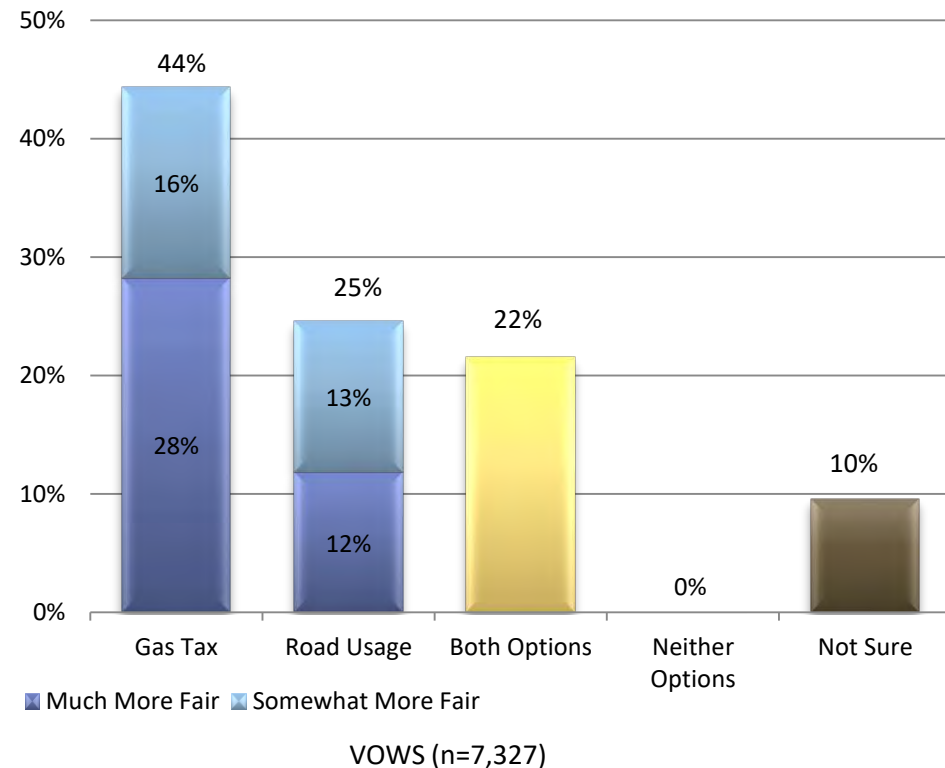
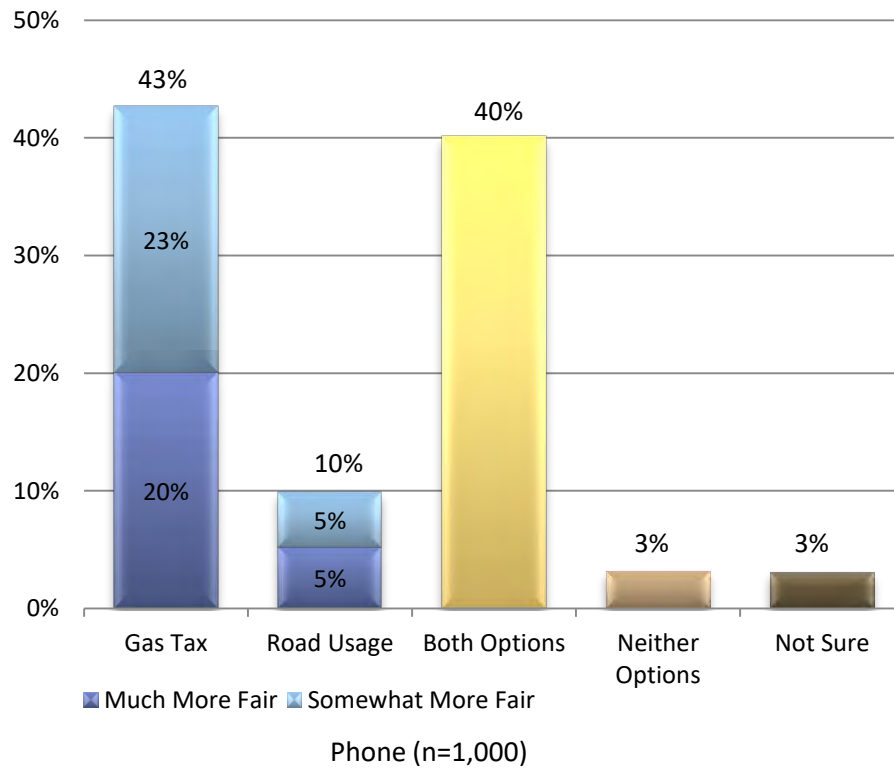
T7. A road usage charge is a different way to fund transportation. It would replace the gas tax and charge drivers by the miles driven instead of by the gallons used, resulting in all drivers paying the same amount per mile for their use of the road, regardless of their vehicle's Miles Per Gallon

Knowing this, would you say road usage charge is ...



# Gas Tax vs. Road Usage Charge

- Considering the gas tax and the road usage charge against one another, fewer telephone respondents feel the road usage charge is more fair than the gas tax, compared to VOWS (10% vs. 25%). The two are equal in considering the gas tax more fair. Yet indifference (both options are fair) is stronger among the telephone respondents compared to VOWS (40% vs. 22%).



T8. Which transportation funding approach do you think is more fair?

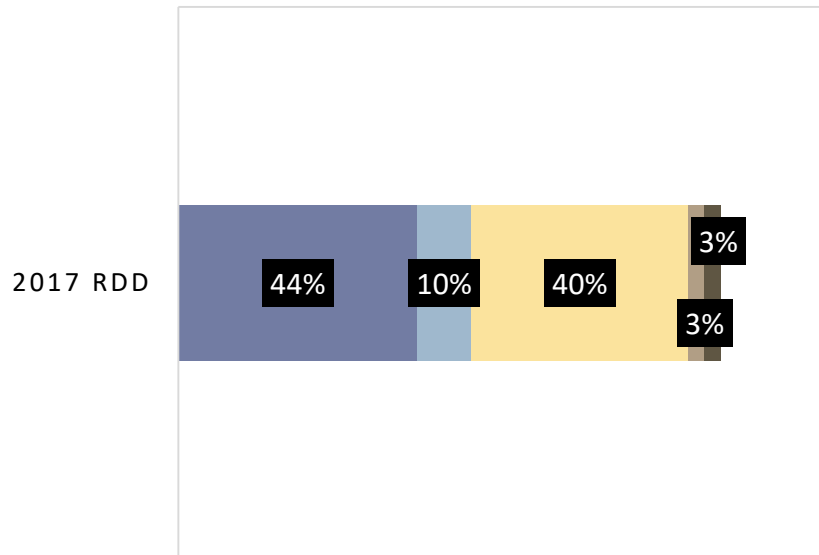
# Gas Tax vs. Road Usage Charge

- Over time there has been little shift among VOWS regarding which is more fair.
- There is no historical comparison for the 2017 telephone research.

## Which Is More Fair

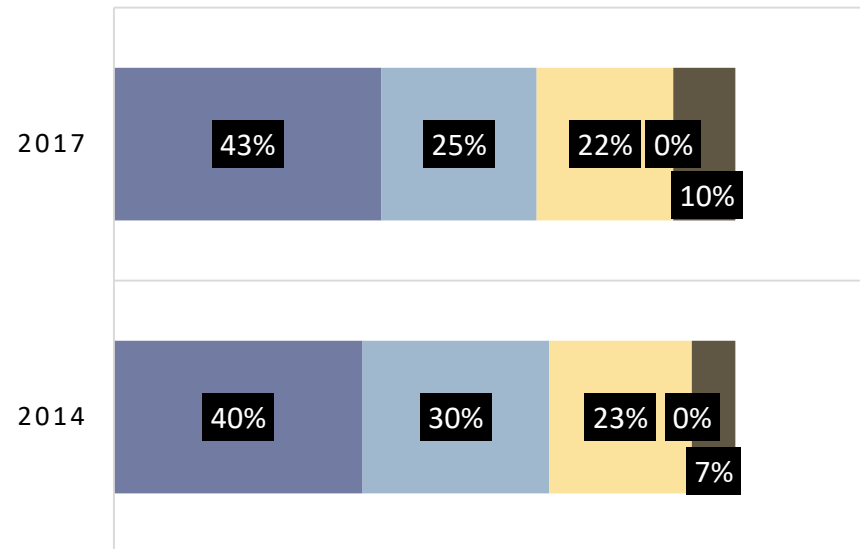
### RANDOM STUDIES

Gas Tax RUC Both  
Neither Not Sure



### PANEL STUDIES

Gas Tax RUC Both  
Neither Not Sure

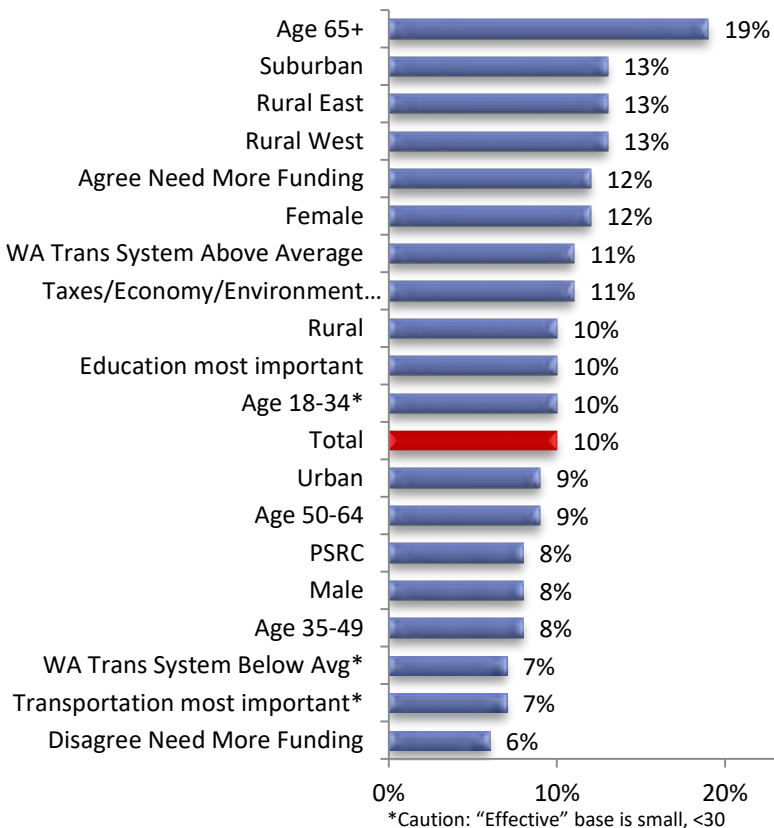


T8. Which transportation funding approach do you think is more fair?

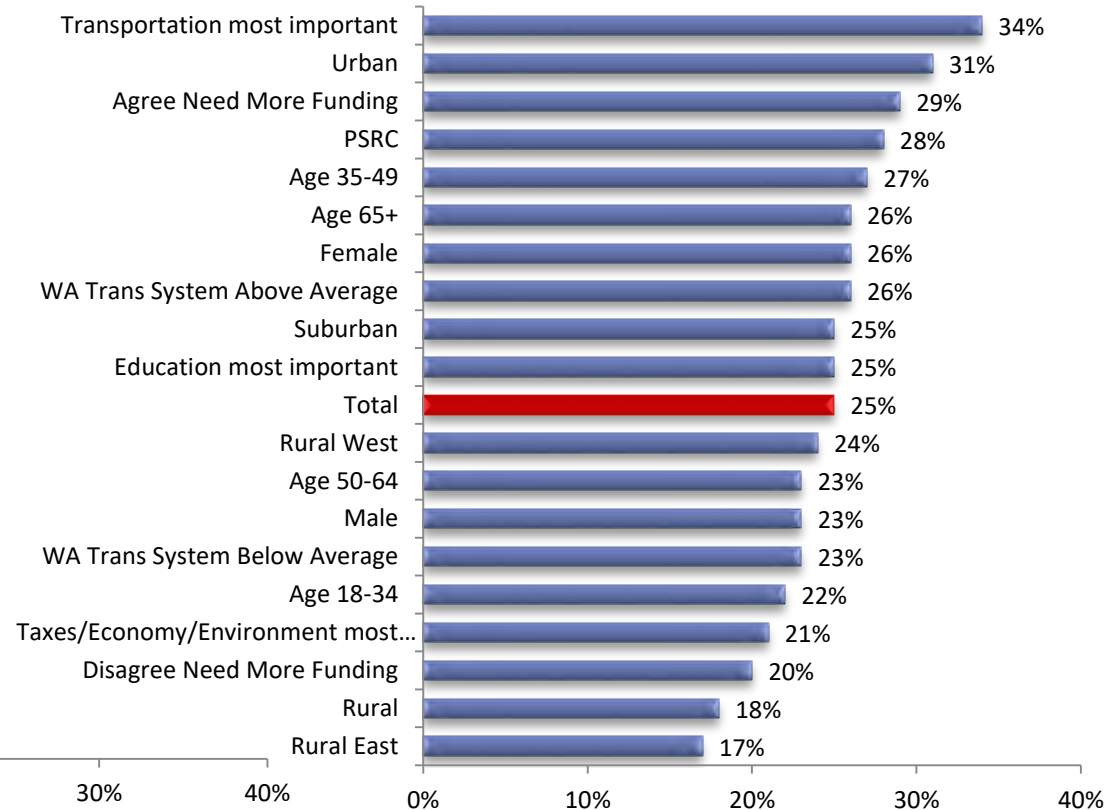
# Road Usage Charge is More Fair

- There are some curious differences between how subgroups in the samples respond to identifying which revenue source is more fair. In the RDD, those age 65+ were among those most likely to consider the usage charge more fair (9%-points higher than total), but in VOWS they are very similar to the total (26% and 25%). Rural East is a little stronger than total in the RDD (13% vs. 10%) but well below the average in VOWS (17% vs. 25%). For those feeling transportation is the most important issue, it's reversed: below average for RDD, above average in VOWS.

**Phone (n=1,000)**

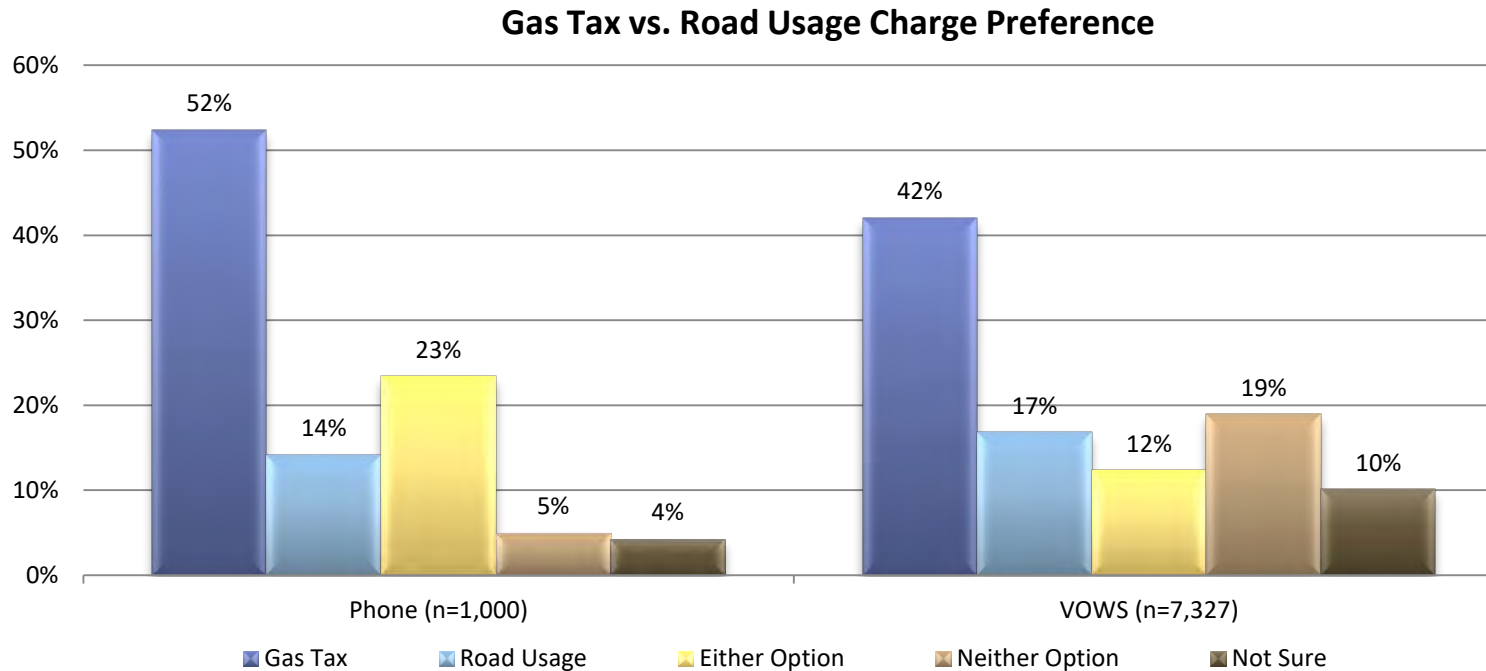


**VOWS (n=7,327)**



# Gas Tax vs. RUC - Preference

- People are more likely to prefer the gas tax for themselves over the road usage charge in both the telephone and VOWS. However, more on the telephone prefer the gas tax vs. VOWS (52% vs. 42%).
- “Indifferent” answers (either option, neither option, not sure) were not read to respondents on the telephone, but could be recorded if the respondent voiced them.



T9. Fairness aside, to fund transportation would you prefer ?

# IMPORTANCE OF TRANSPORTATION ASPECT

# How Important Is...

- The RDD telephone and VOWS are similar in what they consider most and least important; both consider maintenance and repair of existing roads, highways, and bridges most important; and both consider improving regional airports and building bike lanes least important.
- The telephone respondents generally rated aspects more important than VOWS did, excepting three instances (maintenance and repair of existing roads, highways, and bridges; expanding public transit services; and widening/building more roads/highways).

Statement	Phone (n=1,000)	VOWS (n=7,327)
Maintaining and Repairing Existing Roads, Highways ,and Bridges	83%	89%
Making Sure Rural and Mountain Roads Remain Open Year-Round	61%	44%
Expanding Public Transit Services (Vanpools, Dial-a-Ride)	58%	55%
Operating and Maintaining Washington's Ferry System	56%	43%
Increasing Law Enforcement and Public Safety Efforts on WA Highways	54%	40%
Widening and Building More Roads and Highways	51%	51%
Building or Improving Sidewalks	49%	40%
Improving Regional Airports	40%	23%
Building Bike Lanes	38%	25%

T10-18. Next, I want to read you several short statements and please let me know how important each is to you on a five-point scale, where 1 is not at all important and 5 is extremely important. On a 1 to 5 scale, how important is...

# How Important Is...

- Some aspects have grown in importance with time, and for both the random studies as well as the panel studies.
- It may be due to the nature of the panel that importance of the ferries did not increase with the panel, but did increase in the random studies.

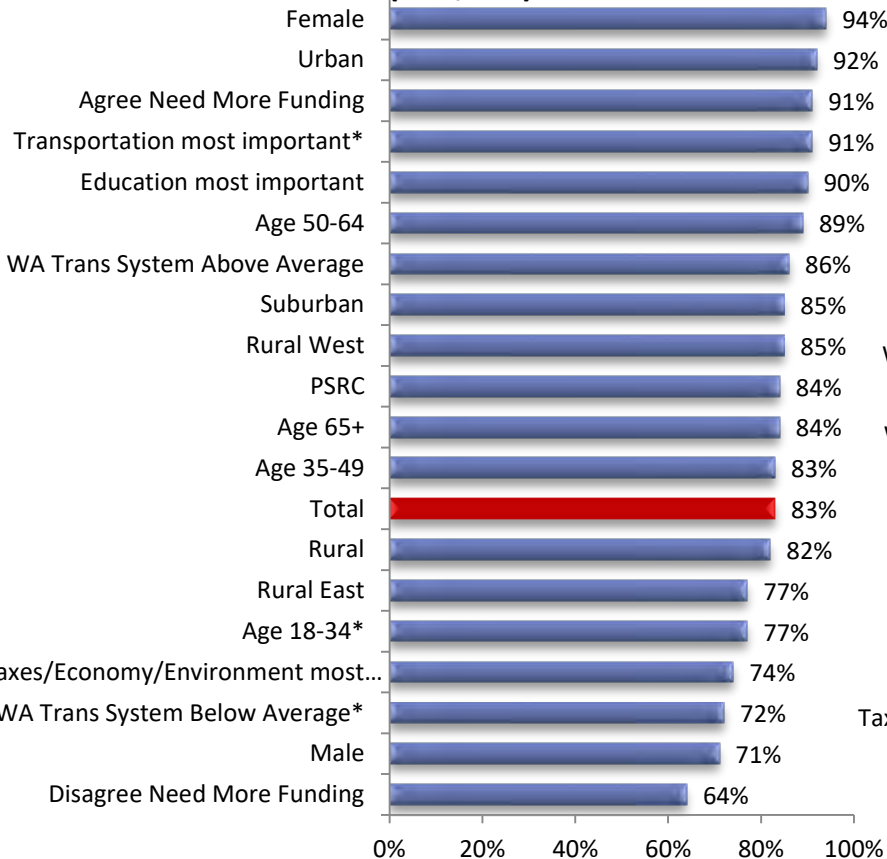
Statement	2017 Phone (n=1,000)	2011 ABS (n=5,518)	2017 VOWS (n=7,327)	2013 VOWS (n=5,673)
Maintaining and Repairing Existing Roads, Highways ,and Bridges	83%	85%	89%	84%
Making Sure Rural and Mountain Roads Remain Open Year-Round	61% ▲	44%	44% ▲	34%
Expanding Public Transit Services (Vanpools, Dial-a-Ride)	58%	51%	55%	49%
Operating and Maintaining Washington's Ferry System	56% ▲	46%	43%	40%
Increasing Law Enforcement and Public Safety Efforts on WA Highways	54% ▲	38%	40% ▲	29%
Widening and Building More Roads and Highways	51%	51%	51% ▲	40%
Building or Improving Sidewalks	49% ▲	37%	40% ▲	27%
Improving Regional Airports	40% ▲	23%	23% ▲	13%
Building Bike Lanes	38%	30%	25%	23%

T10-18. Next, I want to read you several short statements and please let me know how important each is to you on a five-point scale, where 1 is not at all important and 5 is extremely important. On a 1 to 5 scale, how important is...

# Repair Existing - Important

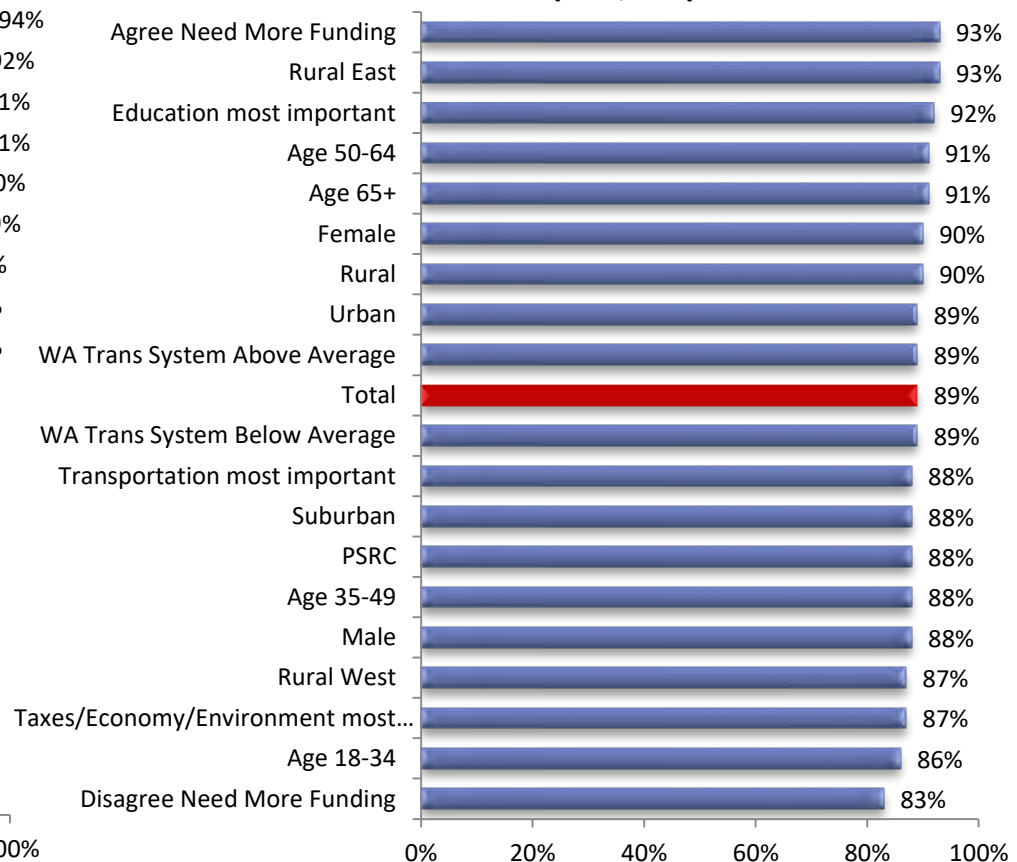
- The variation in feeling repairing/maintaining existing infrastructure is important is greater in the RDD (94% to 64%) than in VOWS (93% to 83%). Variations in VOWS relative to the total are similarly minor.
- On the telephone however there are noteworthy differences, with a number of groups at 90% or higher (vs. 83% in total) as well as groups below 75% and thus less likely.

**Phone (n=1,000)**



\*Caution: "Effective" base is small, <30

**VOWS (n=7,327)**

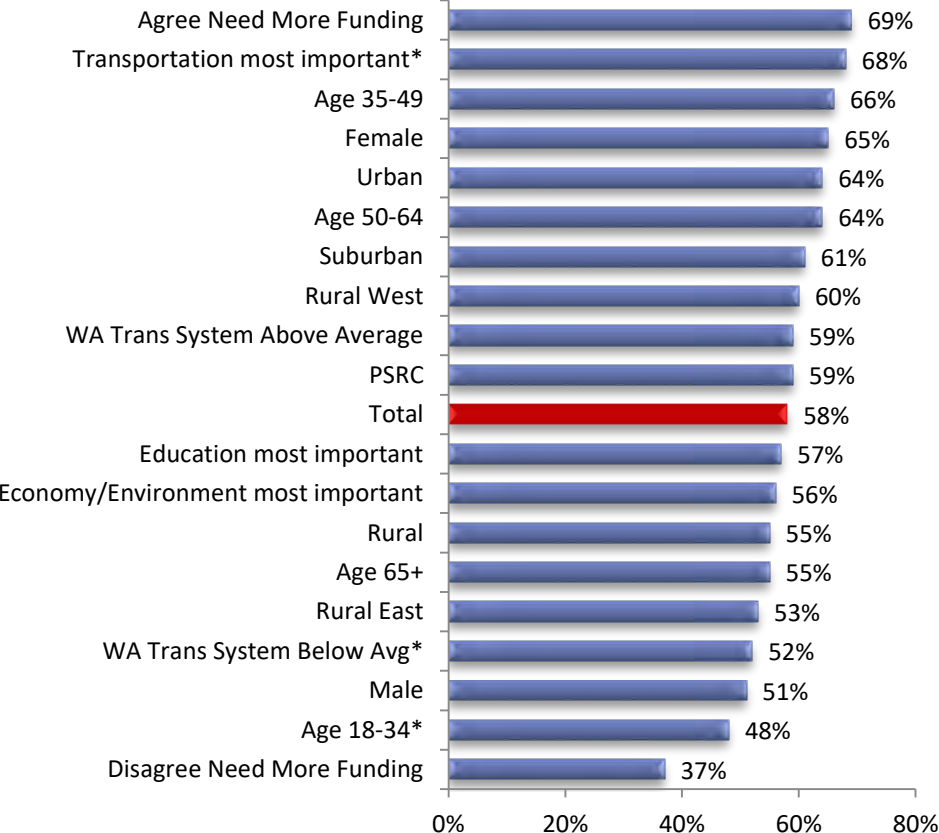




# Expand Public Transit - Important

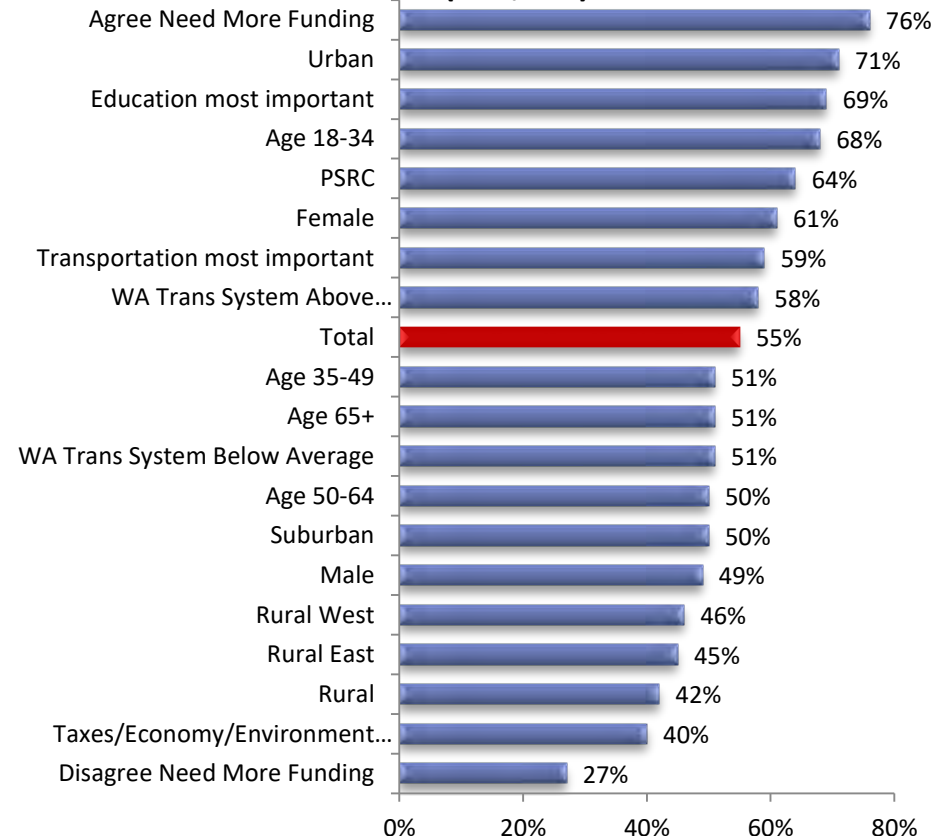
- The feeling that expanding public transit services is important varied substantially by subgroups within both the RDD and VOWS (range of 69% to 37% for RDD, 76% to 27% in VOWS). The consistencies are that those agreeing more transportation funding is needed, those in urban areas, and females were more likely to feel this in both samples.
- Age groups however were not consistent in the two samples, nor were those who considered transportation or education most pressing. Rural West was about average in RDD but well below in VOWS.

**Phone (n=1,000)**



\*Caution: "Effective" base is small, <30

**VOWS (n=7,327)**

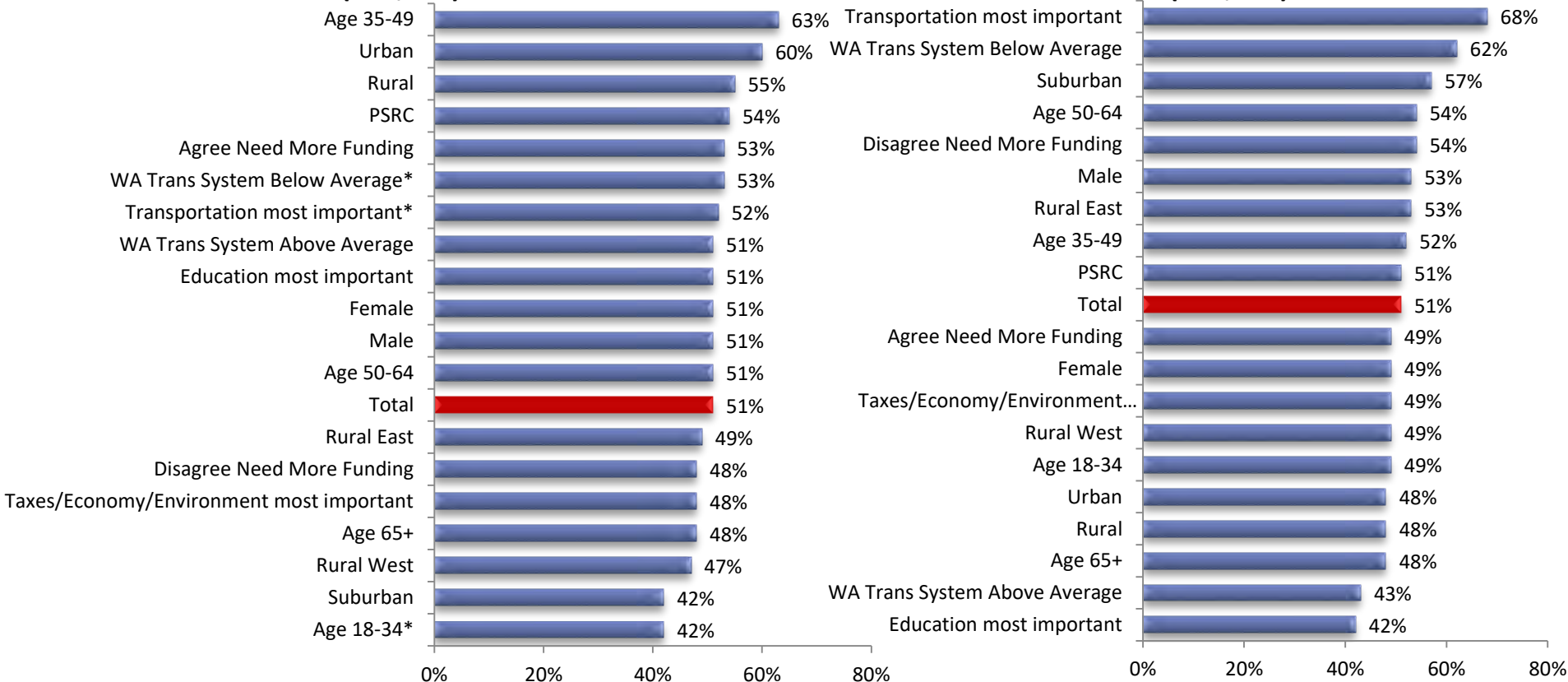


# Build More Roads - Important

- Regarding rating the importance of building/widening roads, the range of the answers in the subgroups were similar for RDD and VOWS. However there are numerous inconsistencies for specific subgroups across the two samples. For example, those age 35-49 are above average in the phone sample, but average in VOWS; those feeling education is most pressing are average in the phone sample, but well below average in VOWS.

**Phone (n=1,000)**

**VOWS (n=7,327)**

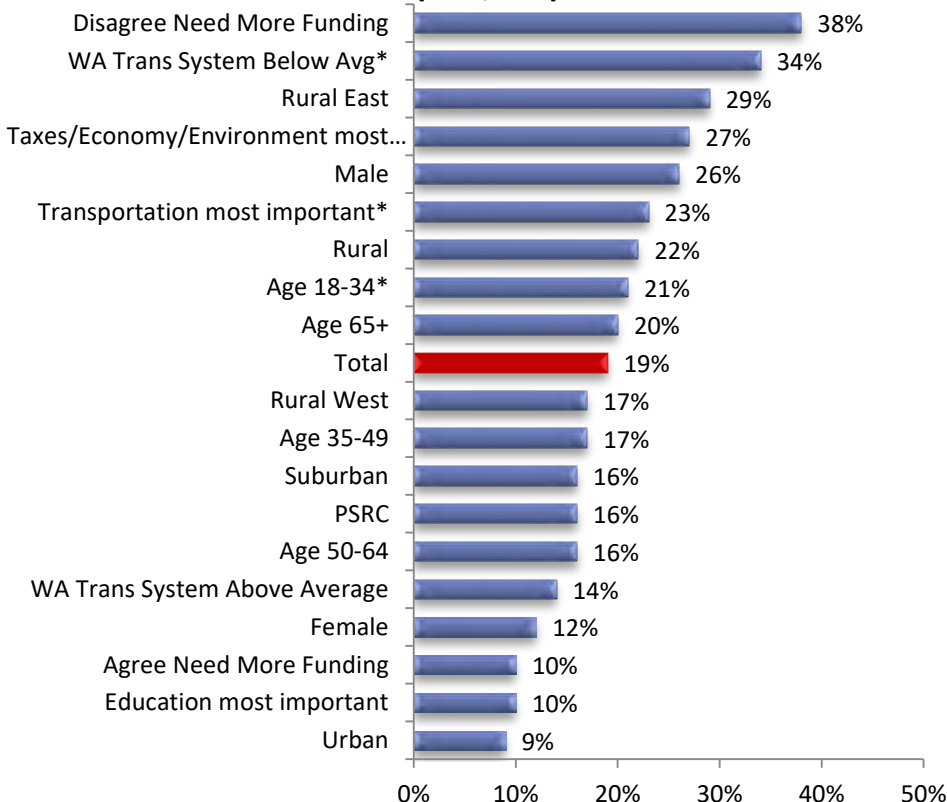


\*Caution: "Effective" base is small, <30

# Maintain Ferries - Unimportant

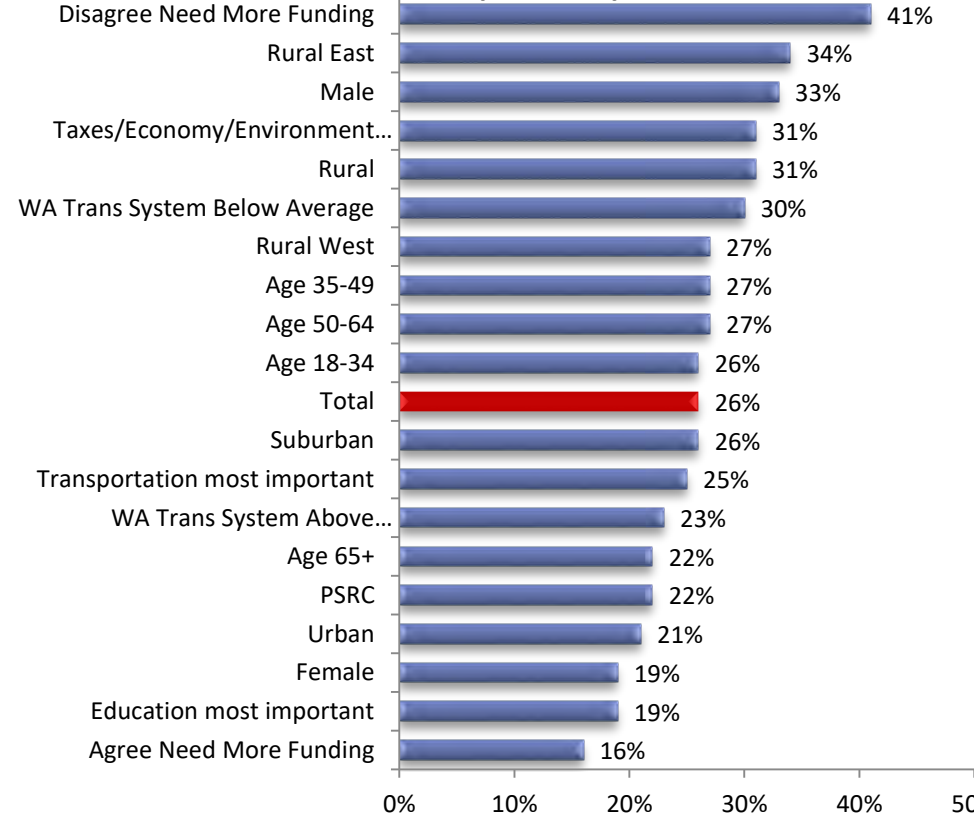
- The range of the answers in the subgroups surrounding feeling maintaining the ferries is unimportant was again similar for RDD and VOWS. In this case there are striking similarities in how the subgroups rank respective to the total. Those who disagree that Washington needs more transportation funding lead in both samples, and those who are in Rural East counties or feel taxes/economy/environment are most pressing are above average. Men are above average, and those in urban areas are below average. Inconsistencies are few or minor.

**Phone (n=1,000)**



\*Caution: "Effective" base is small, <30

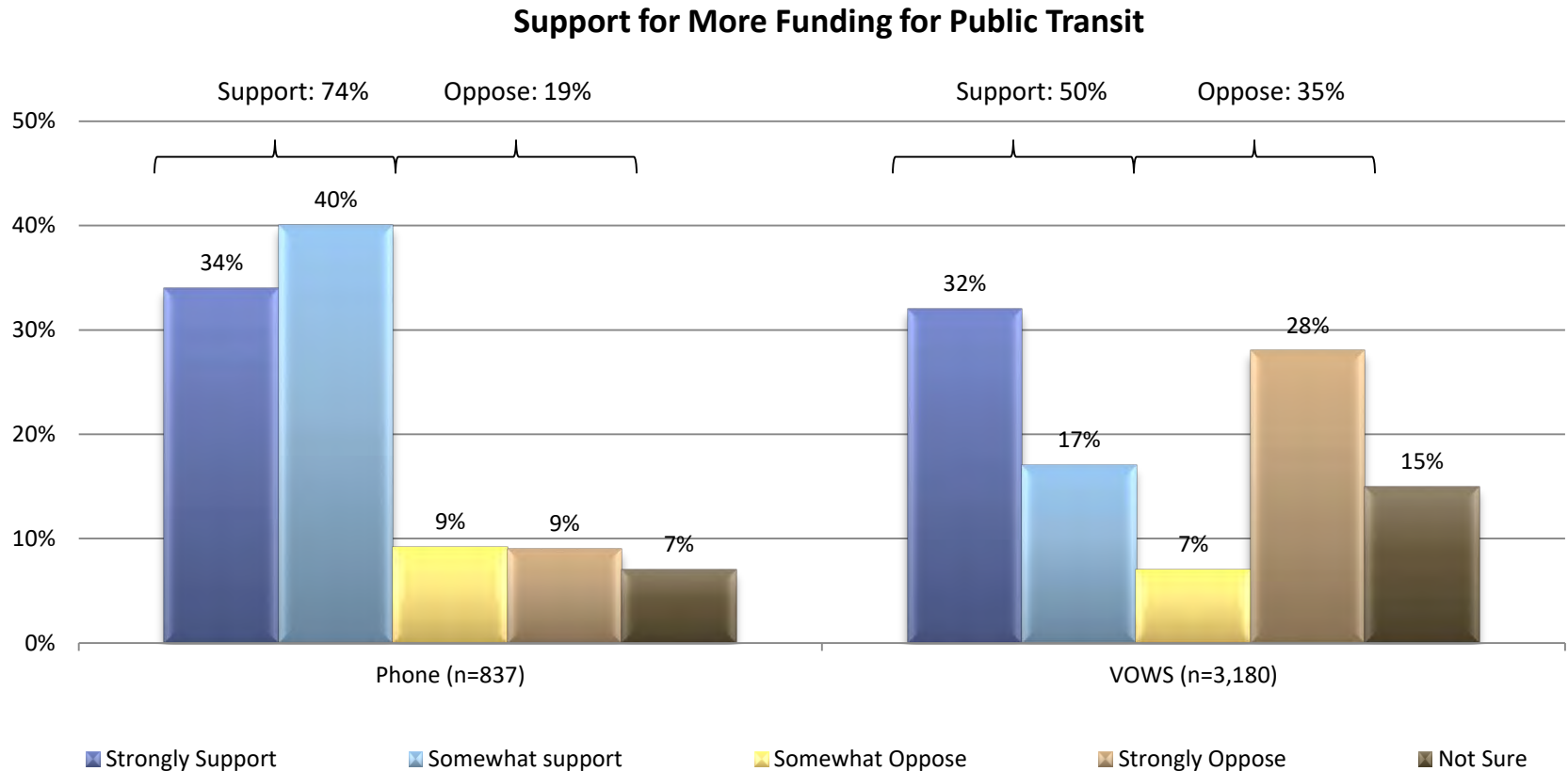
**VOWS (n=7,327)**



# FUNDING SUPPORT ISSUES

# Public Transit Funding Support

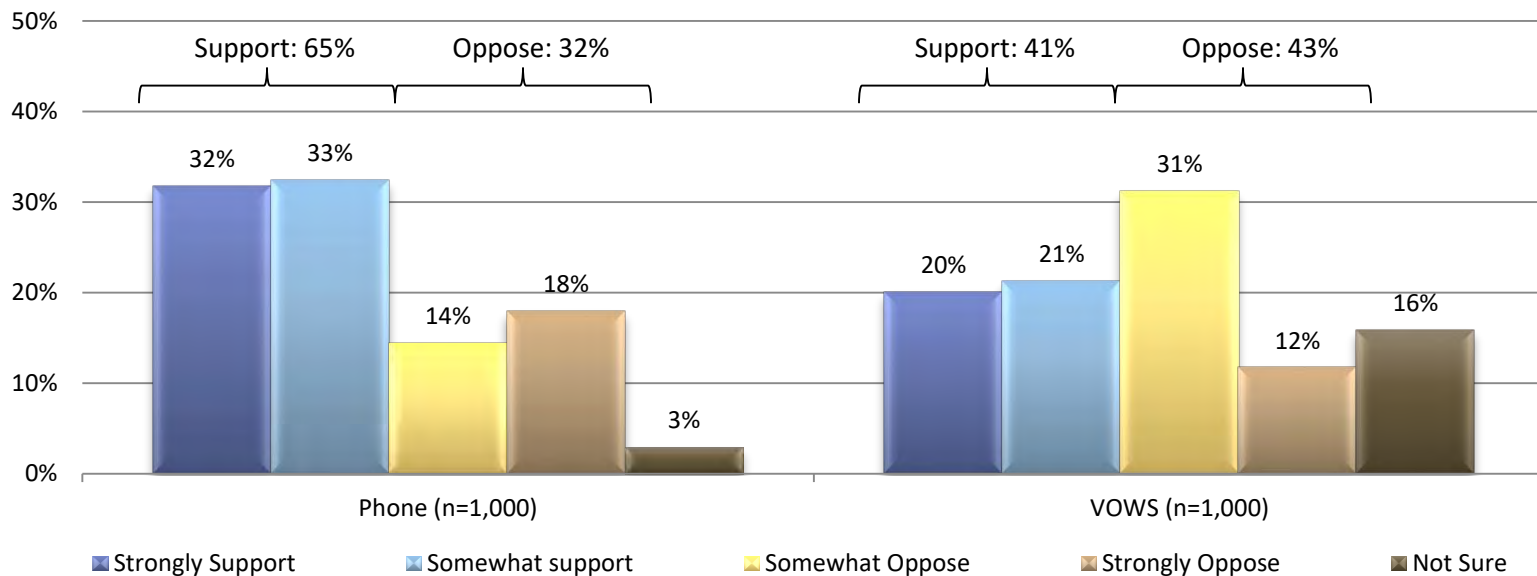
- There is more support than opposition regarding Washington State providing more funding for public transit services, both in the RDD telephone sample and in VOWS. However, support is much stronger among those surveyed by telephone than VOWS (74% vs. 50%).



T19. Currently, **public transit** operations are funded with federal and local tax dollars but not with State gas taxes. Knowing this, do you support or oppose Washington State providing more state transportation funding to help fund public transit services?

- Support for applying some gas tax revenues to fund the ferries is another area where the result differs between RDD and VOWS. Those in the RDD telephone are more supportive than those in VOWS (65% vs. 41%).
- There is also a higher level of “not sure” in VOWS, where this answer was visible on the screen; on the telephone it was not read aloud, but available if a respondent said they didn’t know.

## Support for Using Gas Tax to Fund Washington’s Ferry System

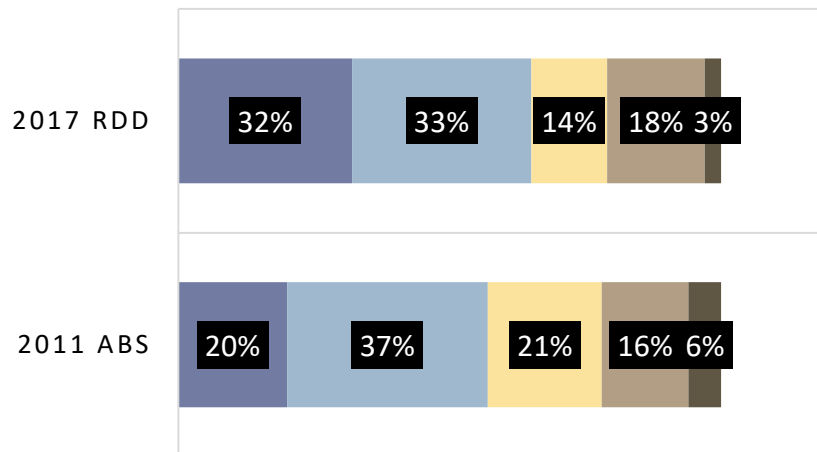


T20. Currently, about 70% of the daily operational costs of the Washington State Ferries are covered by fares paid by the riders. The remaining 30% is covered by gas tax revenues. Gas tax revenues also cover the costs of ferry boats and terminals. Knowing this, do you support or oppose using state gas tax revenues to fund the Washington State Ferry System?

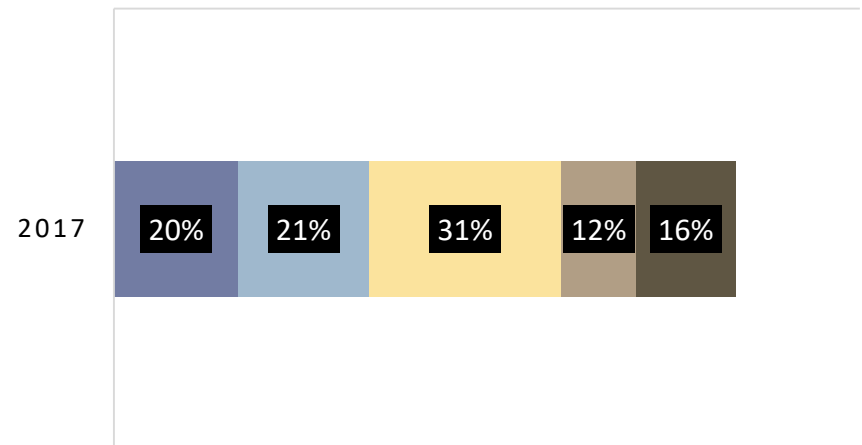
- Support for applying some gas tax revenues to fund the ferries has grown over time in the random studies (57% in 2011, 65% in 2017).
- Unfortunately there is no historical comparison for the panel studies.

## Support for Using Gas Tax to Fund Washington's Ferry System

### RANDOM STUDIES



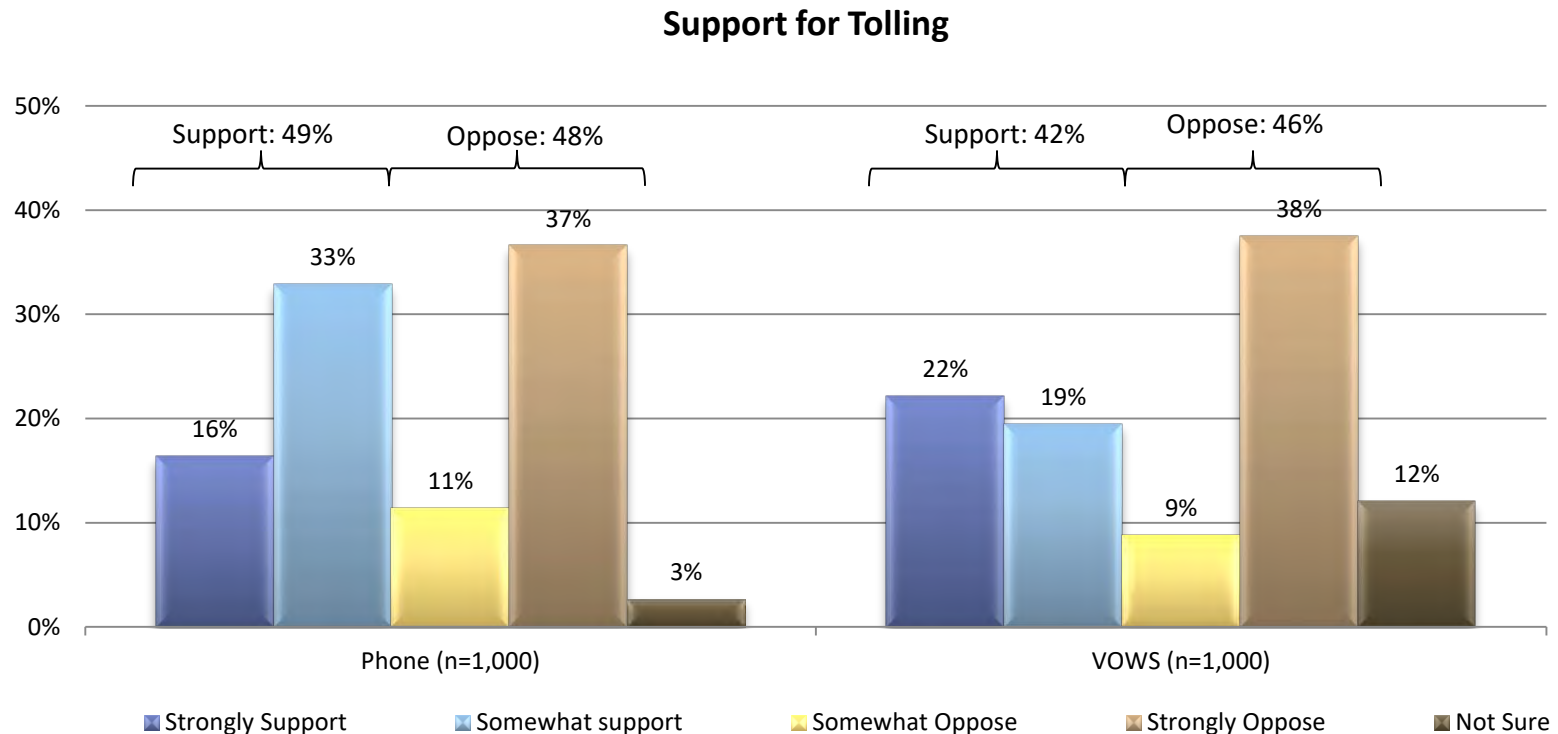
### PANEL STUDIES



T20. Currently, about 70% of the daily operational costs of the Washington State Ferries are covered by fares paid by the riders. The remaining 30% is covered by gas tax revenues. Gas tax revenues also cover the costs of ferry boats and terminals. Knowing this, do you support or oppose using state gas tax revenues to fund the Washington State Ferry System?

# Support for Tolling

- Support for using tolls to pay for new transportation projects is similar between the RDD and VOWS, with both samples split between supporting and opposing.



T21. The next couple of questions are about tolling, that is, charging drivers a fee on some major highways and bridges. In general, do you support or oppose tolling as a way to help pay for new state transportation projects?

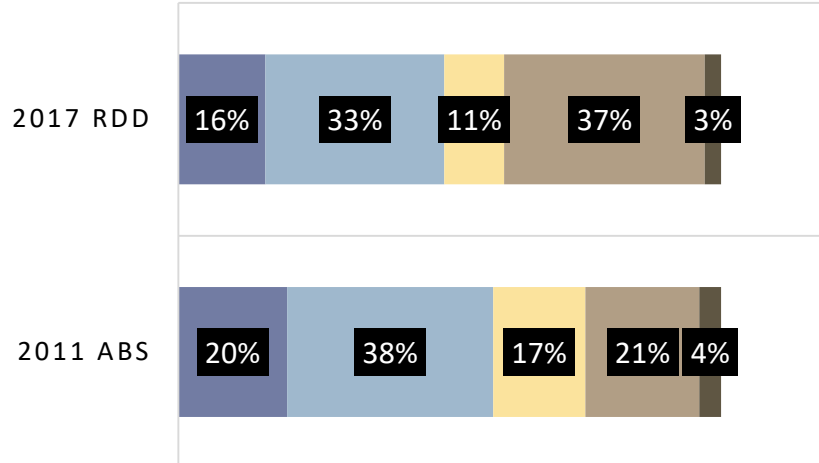


# Support for Tolling

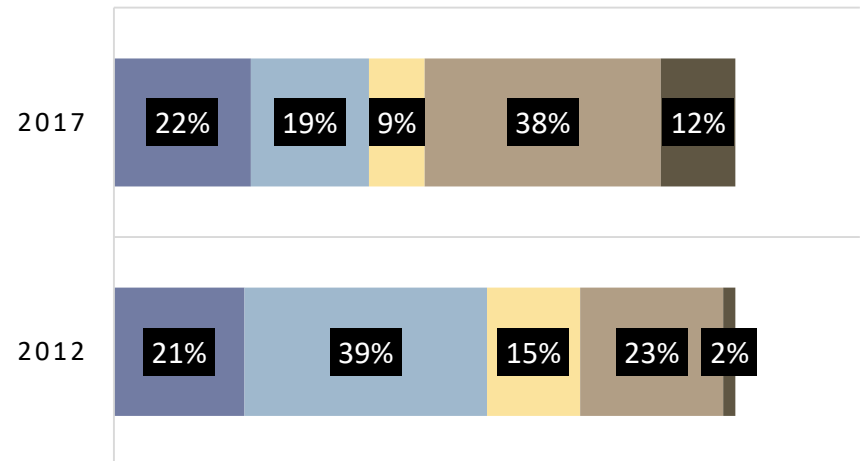
- Notably, support for using tolls to pay for new transportation projects has decreased over time in both the random studies and the panel studies (from 58% to 49% in the random and from 60% to 41% in the panel studies).

## Support for Tolling

### RANDOM STUDIES



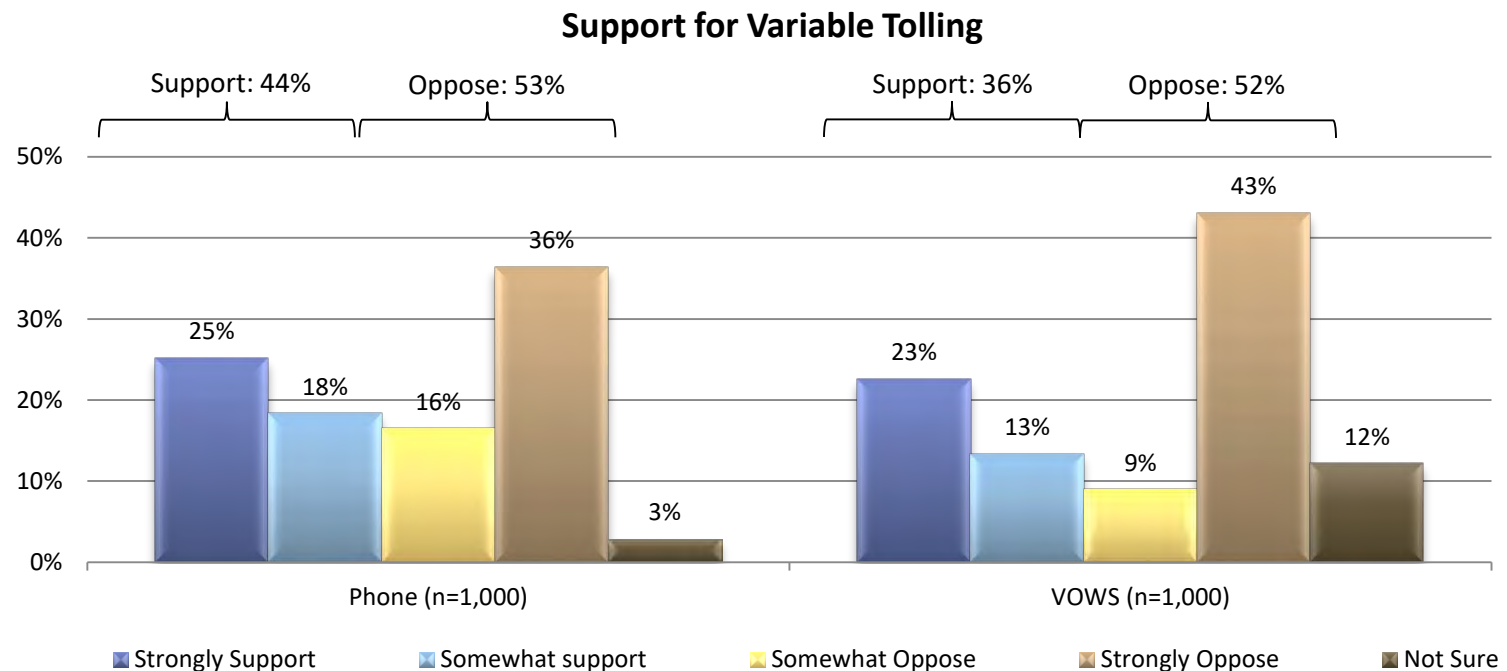
### PANEL STUDIES



T21. The next couple of questions are about tolling, that is, charging drivers a fee on some major highways and bridges. In general, do you support or oppose tolling as a way to help pay for new state transportation projects?

# Support for Variable Tolling

- The two samples are in alignment regarding opposing variable tolling: in both the RDD and VOWS more oppose than support, and the levels are similar.



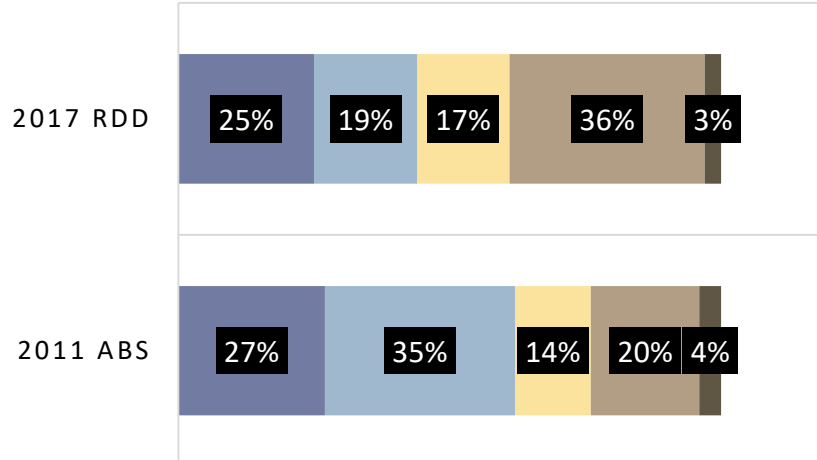
T22. Toll rates that change based on time of day are known as variable tolls. This approach to tolling helps reduce congestion by charging a higher toll during the busiest hours and a lower toll during less-busy hours. In general, do you support or oppose the concept of variable tolling on major state highways in heavily congested areas?

# Support for Variable Tolling

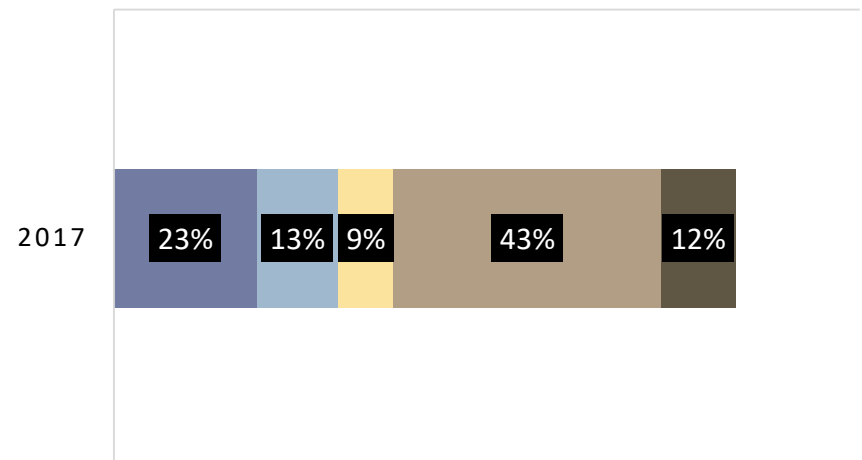
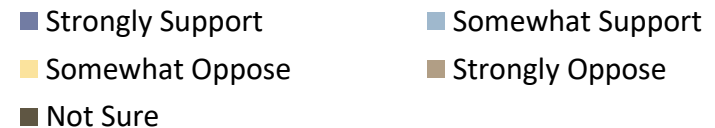
- There are no historical comparisons for the panel data, but in the random studies support has decreased and opposition grown. Support went from 62% in 2011 to 44% in 2017, while opposition increased from 34% to 53%.

## Support for Variable Tolling

### RANDOM STUDIES



### PANEL STUDIES

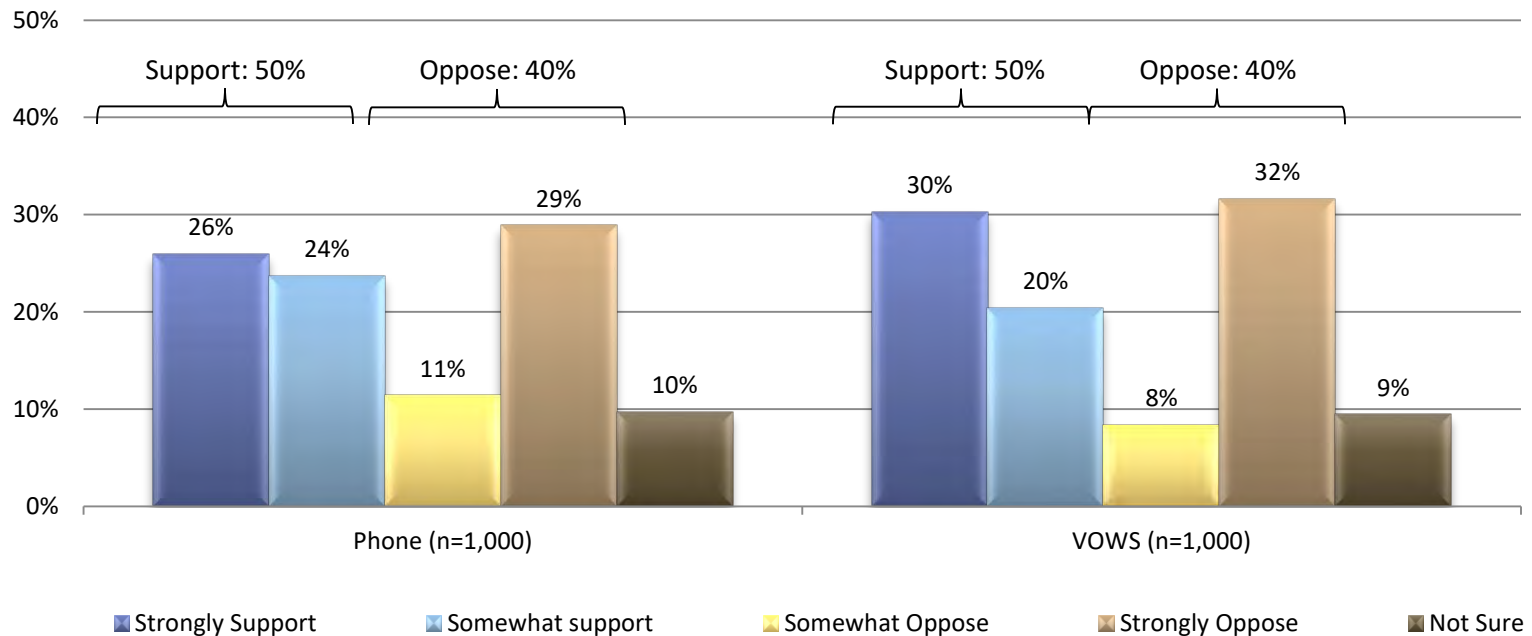


T22. Toll rates that change based on time of day are known as variable tolls. This approach to tolling helps reduce congestion by charging a higher toll during the busiest hours and a lower toll during less-busy hours. In general, do you support or oppose the concept of variable tolling on major state highways in heavily congested areas?

# Support Express Toll Lanes

- Support for letting single occupancy vehicles use HOV lanes by paying higher tolls is the same for both RDD and VOWS. More support than oppose, at equal levels.

**Support for Express Toll Lanes**



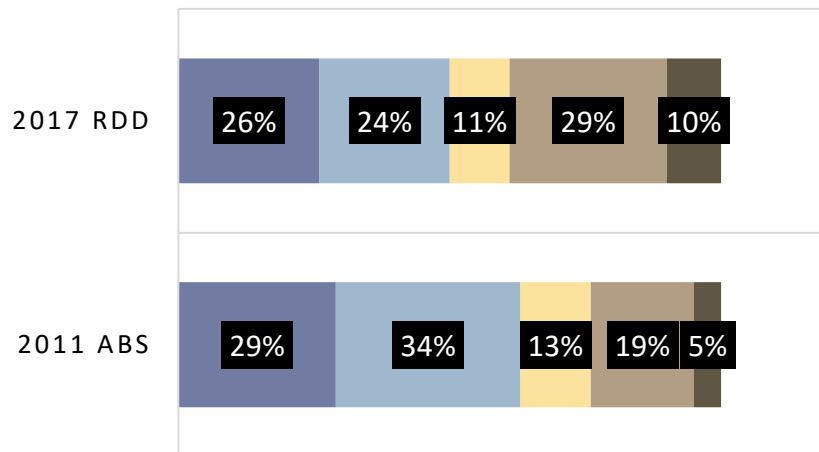
T23. Express Toll Lanes allow people traveling alone to pay a toll to use the High Occupancy Vehicle (HOV) lanes. The express toll amount changes based on traffic speeds – slower speeds cause the toll to increase and faster speeds keep the toll low. In general, do you support or oppose allowing people traveling alone to pay an express toll to use the HOV lanes on major state highways in heavily congested areas?

# Support Express Toll Lanes

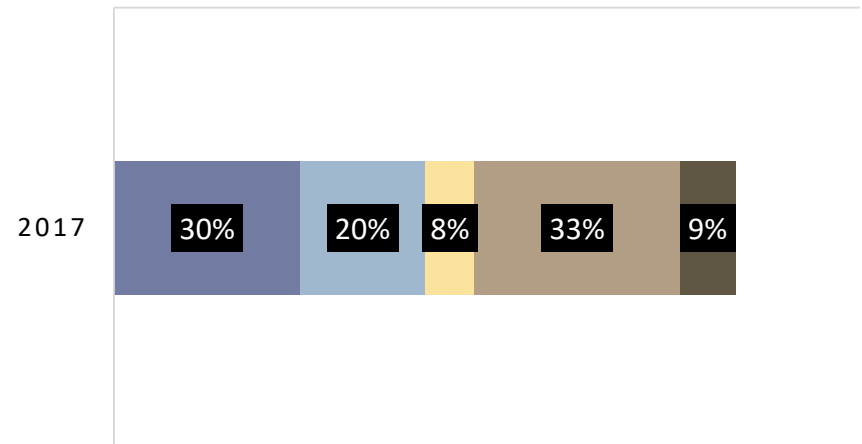
- Although there is no history in the panel studies regarding support for higher tolls for single occupancy vehicles using HOV lanes, it has declined in the random studies, from 63% to 50%.

## Support for Express Toll Lanes

### RANDOM STUDIES



### PANEL STUDIES



T23. Express Toll Lanes allow people traveling alone to pay a toll to use the High Occupancy Vehicle (HOV) lanes. The express toll amount changes based on traffic speeds – slower speeds cause the toll to increase and faster speeds keep the toll low. In general, do you support or oppose allowing people traveling alone to pay an express toll to use the HOV lanes on major state highways in heavily congested areas?

# TRIP MODE PERCENTAGES

# Share of Trips Using Various Modes

- Respondents were asked to split their trips in a typical week across various travel modes, as percentages.
- The responses are similar in many cases, and few differences elsewhere. For both the RDD and VOWS, “driving alone” accounted for the majority, around 60%, and bicycling and motorcycling came in at less than 5%.
- The most notable difference is in carpooling (21% in the phone survey, 15% in VOWS).

	Phone (n=1,000)	VOWS (n=7,327)
Driving alone	62%	61%
Carpooling	21%	15%
Walking	8%	8%
Public transit	7%	10%
Bicycle	2%	3%
Motorcycle	1%	3%

T24-T29. Please think about all the trips you personally made from home during a typical week last year such as going to work, running errands, or going to appointments. Approximately what percentage of those trips per week are done by...

# **ADDITIONAL COMMENTS ON WASHINGTON STATE'S TRANSPORTATION SYSTEM**



VOWS respondents were given the opportunity to provide comments on Washington State's transportation system. (This was not done on the telephone; in a pilot test, respondents spoke at length, extending the length of the interview beyond what the budget allowed.) The specific comments which people typed into the survey were then grouped into themes.

- Three themes were mentioned by 20% or more of the panelists (transit issues, tolling issues, and cutting waste to avoid taxes).
- None was mentioned by 16-19%, but six were mentioned by 10-15% (congestion issues, interstate issues, gas tax issues, maintenance issues, road usage issues, and bicycling issues). All others were mentioned by less than 10%.
- Not surprisingly, the comments which were left vary according to the issues which the VOWS panelists thought were most pressing for the legislature.
  - Those who thought transportation was the most important issue focused on transit issues (27%) and congestion issues (22%).
  - Those who thought education was the most important issue also tended to leave comments on transit (24%), but everything else was commented on by less than 20% (with tolling issues and road usage charges prominent, each at 15%).
  - The remaining VOWS panelists (who thought that the economy, taxes, or the environment was most important) focused on cutting waste and no taxes (27%) and tolling issues (22%). All other issues were mentioned by less than 20%.

# Additional Comments

Additional comments on Washington state's transportation system				VOWS
		Most Important Issue for Legislature		
	Total	Transportation	Education	Economy/ Taxes/ Environment
Base	n=7323	n=1276	n=2432	n=2916
Transit Issues	22%	27%	24%	18%
Tolling Issues	20%	20%	15%	22%
Cut Waste No taxes	20%	15%	12%	27%
Congestion Issues	15%	22%	16%	10%
Interstate Issues	13%	16%	8%	13%
Gas Tax Issues	13%	16%	8%	13%
Maintenance Issues	11%	13%	10%	7%
RUC Issues	11%	7%	15%	9%
Bike Issues	10%	5%	10%	12%
Passenger Rail Issues	9%	14%	11%	7%
WSF Issues	9%	7%	8%	11%

# Additional Comments, Continued

Additional comments on Washington state's transportation system				VOWS
		Most Important Issue for Legislature		
	Total	Transportation	Education	Economy/ Taxes/ Environment
HOV HOT Issues	7%	14%	6%	3%
Funding Suggestions	6%	6%	6%	6%
Specific Roads	4%	5%	5%	2%
Planning Issues	4%	4%	6%	2%
EV Issues	3%	7%	2%	3%
Walking Issues	3%	3%	5%	1%
Weight Issues	3%	3%	4%	2%
Spokane Corridor Issues	2%	3%	1%	2%
Enforcement Issues	1%	1%	1%	2%
Driverless Cars	<1%	<1%	<1%	<1%
Other	5%	6%	7%	3%
NA	<1%	0%	0%	<1%

**APPENDIX:**  
**DEMOGRAPHICS;**  
**WEIGHTING METHODOLOGY; QUESTIONNAIRE**

# Appendix A: Demographics

## *Demographics*

Gender	Phone (n=1,000)	VOWS (n=7,327)
Male	48%	49%
Female	52%	51%

Description of area lived in	Phone (n=1,000)	VOWS (n=7,327)
Urban/City	38%	33%
Suburban	24%	35%
Rural	32%	31%
Don't know	6%	1%

## Demographics Continued

Phone Usage	Phone (n=1,000)	VOWS (n=7,327)
Do not have a cell phone. Only Have a land line in house	7%	2%
Cell phone all the time it's my only phone have no land line in house	57%	59%
Cell phone all the time but still have a land line in the house we almost never use	17%	14%
Cell phone a great deal it's my primary phone have land line in house we occasionally use	10%	12%
Cell phone some I use it occasionally have land line in house we use a great deal	7%	9%
Cell phone very little I mostly have it for emergencies and have land line in house we always use	2%	5%

## Demographics Continued

Year of Birth	Phone (n=1,000)	VOWS (n=7,327)
1992-1998	12%	6%
1982-1991	20%	19%
1972-1981	22%	15%
1962-1971	19%	21%
1952-1961	12%	20%
1925-1951	14%	18%

Spanish, Hispanic, or Latino Origin	Phone (n=1,000)	VOWS (n=7,327)
Yes	7%	8%
No	93%	92%
Don't know/Not Sure	<1%	0%

## Demographics Continued

Ethnicity	Phone (n=1,000)	VOWS (n=7,327)
Caucasian	79%	81%
African-American	5%	4%
Asian – Pacific Islander	8%	10%
Native American	4%	2%
Arab – American	<1%	<1%
Other	9%	3%



## Demographics Continued

Total number of people in household	Phone (n=1,000)	VOWS (n=7,327)
1	15%	17%
2	22%	28%
3	16%	16%
4	19%	16%
5	7%	6%
6	14%	10%
7	3%	4%
8	3%	1%
9	<1%	1%
10+	2%	1%

## Demographics Continued

Total number of children under 18 in household	Phone (n=1,000)	VOWS (n=7,327)
0	59%	65%
1	14%	13%
2	15%	12%
3	5%	5%
4	5%	2%
5	<1%	1%
6	<1%	1%
7	1%	0%
8	<1%	1%
9	0%	<1%
10+	<1%	1%

## *Demographics Continued*

Education	Phone (n=1,000)	VOWS (n=7,327)
Some high school or less	5%	3%
High School Graduate	16%	28%
Technical or vocational training beyond high school	11%	5%
Some college	28%	31%
College graduate	25%	21%
Graduate school	12%	12%
Other	3%	<1%

## Demographics Continued

Employment Status	Phone (n=1,000)	VOWS (n=7,327)
Employed full-time	56%	57%
Employed part-time	7%	11%
Employed college student	4%	4%
Unemployed college student	1%	2%
Homemaker	5%	4%
Military personnel	<1%	<1%
Retired	18%	16%
Not currently employed	8%	6%
Other	2%	0%

## Demographics Continued

Household Income	Phone (n=1,000)	VOWS (n=7,327)
Under \$15 thousand (\$14,999)	14%	6%
\$15 to \$24 thousand (\$24,999)	8%	8%
\$25 to \$34 thousand (\$34,999)	7%	10%
\$35 to \$49 thousand (\$49,999)	11%	14%
\$50 to \$74 thousand (\$74,999)	13%	24%
\$75 to \$99 thousand (\$99,999)	10%	14%
\$100 to \$149 thousand (\$149,999)	16%	16%
\$150 thousand or more	15%	8%
Don't know	5%	0%

## Demographics Continued

County of residence	Phone (n=1,000)	VOWS (n=7,327)
Adams	<1%	<1%
Asotin	<1%	<1%
Benton	3%	3%
Chelan	<1%	2%
Clallam	2%	1%
Clark	5%	6%
Columbia	<1%	<1%
Cowlitz	1%	2%
Douglas	<1%	<1%
Ferry	<1%	<1%
Franklin	<1%	1%
Garfield	<1%	<1%

# Appendix B

County	Phone (n=1,000)	VOWS (n=7,327)
Grant	1%	1%
Grays Harbor	1%	1%
Island	1%	1%
Jefferson	1%	1%
King	24%	32%
Kitsap	2%	4%
Kittitas	<1%	1%
Klickitat	1%	<1%
Lewis	1%	1%
Lincoln	<1%	<1%
Mason	<1%	1%
Okanogan	2%	<1%

# Appendix B

County	Phone (n=1,000)	VOWS (n=7,327)
Pacific	<1%	<1%
Pend Oreille	<1%	<1%
Pierce	15%	9%
San Juan	<1%	1%
Skagit	2%	1%
Skamania	<1%	<1%
Snohomish	11%	11%
Spokane	6%	7%
Stevens	1%	1%
Thurston	4%	4%
Wahkiahum	1%	<1%
Walla Walla	1%	1%



# Appendix B

County	Phone (n=1,000)	VOWS (n=7,327)
Whatcom	3%	3%
Whitman	1%	1%
Yakima	4%	3%
Prefer not to answer but lives in Washington state	5%	0%
Don't know but lives in Washington state	1%	0%

## Why weights are necessary:

- Neither the random phone nor the online VOWS panel data represent the population structure of the state of Washington correctly because of:
  - Sample recruitment
    - RDD: higher sampling rates in smaller RTPOs / away from PSRC; double chance of selection of people who use both the cell and the landline phones
    - VOWS: multiple waves of recruitment that bring in different types of people
  - Nonresponse
    - As is typical in human population surveys, ethnic minorities and people of lower education responded at lower rates than whites and more educated
- Net effect – underrepresentation of certain demographic groups
  - RDD sample: high school or less (13.2% in the sample vs. 32.5% in the population)
  - VOWS sample: high school or less (7.1% in the sample vs. 32.5% in the population); age 18-29 (1.5% in the sample vs. 18.2% in the population)
- To gauge the aggregate opinions of Washingtonians correctly, data must be weighted to their true population proportions

## Steps in weighting the VOWS sample:

1. Base weights = 1
  - As this isn't a probability sample, selection probabilities cannot be determined, and each case is assumed to only represent itself
2. Weight calibration through iterative proportional fitting
  - Phone use, age, race/ethnicity, education, gender, RTPO, HH size
  - Weights are iteratively adjusted on each variable so that the sample proportion matches the population proportion exactly
  - As this violates the balance achieved for other variables, the process is iteratively repeated many times over until all variables have a close match

# Appendix B: Weighting, Continued

## WEIGHTING TARGETS

Target	Population %	RDD n=	RDD unweighted %	VOWS n=	VOWS %
Landline only	6.14%	61	6.10%	301	4.11%
Cell phone only	52.24%	322	32.20%	1878	25.63%
Dual user	41.62%	617	61.70%	5149	70.26%
18-29	18.24%	104	10.40%	108	1.47%
30-49	34.78%	245	24.50%	1452	19.81%
50-65	28.57%	306	30.60%	2893	39.48%
65+	18.41%	345	34.50%	2875	39.23%
NH White	73.92%	820	82.00%	6710	91.57%
NH Black	3.25%	21	2.10%	54	0.74%
NH Asian/Pacific Islander	9.04%	21	2.10%	194	2.65%
NH Other/mixed	4.31%	41	4.10%	221	3.02%
Hispanic	9.48%	97	9.70%	149	2.03%
HS or less	32.50%	132	13.20%	522	7.12%
Some college	34.69%	307	30.70%	2318	31.63%
Bachelor's degree	20.89%	310	31.00%	2449	33.42%
Grad/prof school	11.92%	251	25.10%	2039	27.82%
Male	48.83%	497	49.70%	4499	61.39%
Female	51.17%	503	50.30%	2829	38.61%

# Appendix B: Weighting, Continued

Target	Population %	RDD n	RDD unweighted %	VOWS n	VOWS %
Benton/Franklin/Walla Walla	4.42%	61	6.10%	315	4.30%
North Central RTPO	2.25%	55	5.50%	192	2.62%
NE Washington RTPO	0.92%	66	6.60%	87	1.19%
Palouse	1.00%	56	5.60%	84	1.15%
Peninsula RTPO	6.08%	59	5.90%	725	9.89%
Puget Sound Regional Council	52.46%	177	17.70%	3349	45.70%
QuadCo	2.19%	61	6.10%	104	1.42%
Skagit/Island	3.21%	65	6.50%	566	7.72%
Spokane	6.76%	78	7.80%	464	6.33%
SW Washington RT Council	6.83%	79	7.90%	498	6.80%
SW Washington RTPO	3.99%	52	5.20%	245	3.34%
Thurston	3.82%	61	6.10%	310	4.23%
Whatcom	2.84%	72	7.20%	224	3.06%
Yakima Valley Conference of Govts	3.23%	58	5.80%	165	2.25%
HH size = 1	16.26%	203	20.30%	1182	16.13%
HH size = 2	27.66%	408	40.80%	3874	52.87%
HH size = 3	16.02%	148	14.80%	1091	14.89%
HH size = 4	16.28%	128	12.80%	744	10.15%
HH size = 5	6.04%	64	6.40%	273	3.73%
HH size = 6 or more	17.73%	49	4.90%	164	2.24%

## Steps in weighting the RDD sample:

1. Base weights
  - =  $1/\text{probability of selection}$
  - =  $\# \text{ of phone numbers released} / \# \text{ of phone numbers in universe}$   
(within the cells of phone type by RTPO)
  - For landlines, geography of a phone number is determined by the modal tract in which the similar listed numbers in a 100-block are found
  - For cell phones, geography is determined by the rate center that it belongs to
2. Frame integration: people who have both LL and CP have their weights divided by 2 to avoid double counting them
3. Weight calibration through iterative proportional fitting
  - Phone use, age, race/ethnicity, education, gender, RTPO, HH size

## ANALYSIS OF WEIGHTED DATA

- Since unweighted data give a skewed picture of the state of Washington, all analyses conducted, or to be conducted, with the RDD and VOWS data must utilize weights to represent the different demographic groups and the different regions of the state true to their actual proportions
- With weighted data, precision of the estimates is negatively affected.
  - Precision of the overall estimates is limited by the precision of the estimates for the relatively less represented demographic groups
  - Getting “more of the same” people is not improving precision as much as getting those underrepresented in the sample
    - An extra respondent in 18-29 age group would have had 10x the effect on the standard error of a mean or a proportion vs. that of an extra person in the 65+ age group in the RDD sample, and a 700x effect in the VOWS panel
  - Inevitable trade-off between robustness and accuracy (lack of biases) and precision (standard errors and width of the confidence intervals)
- Overall relative decrease in precision is called “design effect” (DEFF)
  - RDD sample:  $DEFF \approx 5.9$
  - VOWS sample:  $DEFF \approx 11$
  - Different variables, subpopulations and analyses may have higher or lower DEFFs; the interest is in keeping it low, while approaching a profile similar to that of Washington State
  - Automatically incorporated with survey-cognizant software (R, Stata, SAS) if properly used

# Appendix B: Weighting, Continued

## ANALYSIS OF WEIGHTED DATA

Random Sample Size	95% Margin of error when no weighting is necessary	DEFF	95% Margin of error With this Design effect
1000	3.10%	5.9	7.53%
200	6.93%	5.9	16.83%
50	13.86%	5.9	33.66%
10000	0.98%	11	3.25%
2000	2.19%	11	7.27%
500	4.38%	11	14.54%
100	9.80%	11	32.50%

Assuming 50% base proportion



# QUESTIONNAIRE

# Appendix C: Questionnaire

Hello, my name is \_\_\_\_\_ and I'm calling from Abt SRBI, a national polling and survey research company. We are conducting a brief survey for Washington State decision makers on important policy issues and would like to get your households opinions.

## IF CELL PHONE SAMPLE:

C1. Are you currently driving, or someplace else where it IS NOT safe to talk on your cell phone?

1 Yes/Call me later **SCHEDULE CALLBACK**

2 No

3 Refused **THANK AND TERMINATE - END**

C2. If I've reached you on your cell phone, is there a land line where you would prefer me to call you back on?

1 Already talking on a land line

2 Prefers callback on land line **UPDATE PHONE NUMBER TO LAND LINE  
AND SCHEDULE CALLBACK**

3 Prefers talking on this cell phone

4 Refused **THANK AND TERMINATE – END**

C3. **Record Gender**

1 Male

2 Female

# Appendix C: Questionnaire

## IF LANDLINE SAMPLE:

S1. May I speak to the (male/female) head of the household?

- |   |                               |   |
|---|-------------------------------|---|
| 1 | Speaking with respondent      | <b>Record Gender in Q.S2.</b>   |
| 2 | Respondent comes to phone     | <b>Repeat Intro. Then record Gender in Q.S2.</b>  |
| 3 | Not available                 | <b>Ask For and Record First Name. Schedule Callback.<br/>Ask for "Name" at Callback. Read Intro. Do Not<br/>ask Q.S1.</b> |
| 4 | No (male/female) in household | <b>See Instructions*</b>  |
| 5 | No one in household 18-74     | <b>Thank &amp; Terminate</b>  |
| 6 | Refused                       | <b>Thank &amp; Terminate</b>  |

**\*(IF NO ONE OF INITIALLY SELECTED SEX IN HOUSEHOLD, ASK Q.S1 FOR OPPOSITE SEX)**

## SPEAKING WITH RESPONDENT:

S2. (Record Gender)

- |   |        |
|---|--------|
| 1 | Male   |
| 2 | Female |

## Ask All.

AA1. Can I assume you are at least 18 years old?

- |   |     |                              |
|---|-----|------------------------------|
| 1 | Yes | <b>Continue</b>              |
| 2 | No  | <b>Thank &amp; Terminate</b> |

# Appendix C: Questionnaire

W1. Just to verify, which county in the state of Washington do you live in? (Interviewer: If more than one residence ask: What county in Washington do you **vote** in?)

- |                 |                 |   |
|-----------------|-----------------|---|
| 1 Adams         | 19 Kittitas     | 37 Whatcom  |
| 2 Asotin        | 20 Klickitat    | 38 Whitman  |
| 3 Benton        | 21 Lewis        | 39 Yakima   |
| 4 Chelan        | 22 Lincoln      | 40 <b>(Interview verify<br/>WA resident)</b>          |
| 5 Clallam       | 23 Mason        | Prefer not to   |
| 6 Clark         | 24 Okanogan     | answer but live in                                    |
| 7 Columbia      | 25 Pacific      | Washington State                                      |
| 8 Cowlitz       | 26 Pend Oreille | 41 <b>(Interview verify<br/>WA resident)</b>          |
| 9 Douglas       | 27 Pierce       | Don't know but  |
| 10 Ferry        | 28 San Juan     | live in Washington                                    |
| 11 Franklin     | 29 Skagit       | State   |
| 12 Garfield     | 30 Skamania     | 42 <b>Refused - THANK<br/>AND TERMINATE -<br/>END</b> |
| 13 Grant        | 31 Snohomish    |   |
| 14 Grays Harbor | 32 Spokane      |   |
| 15 Island       | 33 Stevens      |   |
| 16 Jefferson    | 34 Thurston     |   |
| 17 King         | 35 Wahkiahum    |   |
| 18 Kitsap       | 36 Walla Walla  |   |

**If 40, 41, Ask:**

Can you tell me what zip code you live in?

Zip code: \_\_\_\_\_

Don't know

**Refuse**

# Appendix C: Questionnaire

- F1. In the next 2 years, what issues, if any, would you like the Governor and the Washington State legislature to specifically focus on? (**Interviewer: *DON'T READ LIST UNLESS RESPONDENT CAN'T NAME ANY – RECORD ALL MENTION INTO CATEGORIES WHERE POSSIBLE***)
- 1 Business Climate Issues
  - 2 Criminal Justice/Prison Issues
  - 3 Economy/Employment Issues
  - 4 Education Issue
  - 5 Environmental Issues
  - 6 Health Care Issues
  - 7 Taxes & Budget Issues
  - 8 Transportation Issues
  - 9 (*Don't Read*) None -All are equally important
  - 10 (*Don't Read*) Other (Specific) \_\_\_\_\_
  - 11 (*Don't Read*) Don't Know (***Read List 1-8 If They Say Don't Know***)
  - 12 (*Refused*)
- F2. Of just the following five areas, (**Interview: *ROTATE AND READ LIST***), which of those do you feel is the most important issue facing the current legislature?
- 1 Education,
  - 2 Economy,
  - 3 Taxes,
  - 4 Transportation,
  - 5 Environment,
  - 6 (*Don't Read*) Other (Specific) \_\_\_\_\_
  - 7 (*Don't Read*) Don't know
  - 8 (*Don't Read*) Refused

# Appendix C: Questionnaire

F3. We are talking to people across the state on several issues facing the current legislature. Let's start with transportation. **(Interviewer - IF ASKED SAY: *You will get a chance later to comment on any area you are personally are interested in*)**

1 (Don't Read) Continue

2 (Don't Read) I don't know anything **(Interviewer – SAY: *That's okay - the questions are easy opinion questions that anyone can answer*)**

3 (Don't Read) Totally refuse to continue

**THANK AND  
TERMINATE - END**

T1. When I say "Washington State's transportation system" I mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods. With that in mind, using a scale from 1 to 7, where 1 means not at all urgent and 7 means extremely urgent, how urgent do you feel it is to make sure Washington's transportation system works effectively today and into the future?

1 1 – Not at all urgent

2 2

3 3

4 4

5 5

6 6

7 7 – Very Urgent

8 (Don't Read) Not Sure

9 Refused

# Appendix C: Questionnaire

- T2. Using a school grading scale where A equals Excellent, B equals Above Average, C equals Average, D equals Below Average and F equals Failing, how would you rate Washington's transportation system overall on an A to F scale? **(Interviewer - IF ASKED FOR DEFINITION: When we say "Washington State's transportation system" we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods.)**
- 1 A: Excellent
  - 2 B: Above Average
  - 3 C: Average
  - 4 D: Below Average
  - 5 F: Failing
  - 6 *(Don't Read)* Not Sure
  - 7 *(Don't Read)* Refused
- T3. Again, using an A through F grading scale, what grade would you give the state for making sure your area of the state gets a fair share of transportation funding? **(Interviewer - IF ASKED FOR DEFINITION: When we say "Washington State's transportation system" we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods.)**
- 1 A: Excellent
  - 2 B: Above Average
  - 3 C: Average
  - 4 D: Below Average
  - 5 F: Failing
  - 6 *(Don't Read)* Not Sure
  - 7 *(Don't Read)* Refused

# Appendix C: Questionnaire

- T4. Using the same A through F grading scale, what grade would you give the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?  
**(Interviewer - IF ASKED FOR DEFINITION: *When we say “Washington State’s transportation system” we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods.*)**
- 1 A: Excellent
  - 2 B: Above Average
  - 3 C: Average
  - 4 D: Below Average
  - 5 F: Failing
  - 6 *(Don’t Read)* Not Sure
  - 7 *(Don’t Read)* Refused
- T5. Do you agree or disagree with the following statement: Washington State needs additional revenue to keep our transportation system safe, effective and properly maintained? Would you say you... **(Interviewer – READ LIST – AND IF ASKED FOR DEFINITION: *When we say “Washington State’s transportation system” we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods.*)**
- 1 Strongly Agree that Washington State needs additional revenue to keep our transportation system safe, effective and properly maintained
  - 2 Somewhat Agree,
  - 3 Somewhat Disagree, or
  - 4 Strongly Disagree that Washington State needs additional revenue to keep our transportation system safe, effective and properly maintained?
  - 5 *(Don’t Read)* Not Sure
  - 6 *(Don’t Read)* Refused



# Appendix C: Questionnaire

T6. Currently the transportation system is funded by a gas tax on every gallon of gas purchased. Do you think the per gallon gas tax is a fair way to fund transportation? Would you say using the gas tax is to fund transportation is... **(Interviewer – READ LIST)**

- 1 Very Fair,
- 2 Somewhat Fair
- 3 Not That Fair, or
- 4 Not At All a Fair way to fund transportation?
- 5 *(Don't Read)* Not Sure
- 6 *(Don't Read)* Refused

T7. A road usage charge is a different way to fund transportation. It would replace the gas tax and charge drivers by the miles driven instead of by the gallons used, resulting in all drivers paying the same amount per mile for their use of the road, regardless of their vehicle's Miles Per Gallon. Knowing this, would you say road usage charge is ... **(READ LIST)**

**(IF ASKED HOW IT WOULD WORK, SAY:)** You would be able to choose one of three methods.

1. You could pre-pay for a block of miles like a pre-paid cell phone plane;
2. You could have the department of licensing record your odometer once a year when you renew your tabs and give you a yearly bill; or,
3. You would be given a GPS device to automatically record your miles driven in Washington and bill you monthly.

- 1 Very Fair,
- 2 Somewhat Fair
- 3 Not That Fair, or
- 4 Not At All a Fair way to fund transportation?
- 5 *(Don't Read)* Not Sure

# Appendix C: Questionnaire

- T8. Which transportation funding approach do you think is more fair? Would you say ...  
**(Interviewer - ROTATE ORDER AND READ LIST)?**
- |   |   |                    |
|---|---|--------------------|
| 1 | Gas tax is more fair,                                       | <b>SKIP TO T8b</b> |
| 2 | Road usage charge is more fair,                             | <b>SKIP TO T8c</b> |
| 3 | <i>(Don't Read)</i> Both options are the same               | <b>SKIP TO T9</b>  |
| 4 | <i>(Don't Read)</i> Not Sure                                | <b>SKIP TO T9</b>  |
| 5 | <i>(Don't Read)</i> Neither gas tax or usage charge is fair | <b>SKIP TO T9</b>  |
| 6 | <i>(Don't Read)</i> Refused                                 | <b>SKIP TO T9</b>  |
- T8b. Would you say the gas tax is ... **(Interviewer - READ LIST)**
- |   |  |                   |
|---|--|-------------------|
| 1 | Somewhat more fair, or                   | <b>SKIP TO T9</b> |
| 2 | Much more fair than a road usage charge? | <b>SKIP TO T9</b> |
| 3 | <i>(Don't Read)</i> Not sure             |                   |
| 4 | <i>(Don't Read)</i> Refused              |                   |
- T8c. Would you say road usage charge is ... **(Interviewer - READ LIST)**
- |   |                                  |  |
|---|----------------------------------|--|
| 1 | Somewhat more fair, or           |  |
| 2 | Much more fair than the gas tax? |  |
| 3 | <i>(Don't Read)</i> Not sure     |  |
| 4 | <i>(Don't Read)</i> Refused      |  |
- T9. Fairness aside, which transportation funding approach would you prefer? *(Read list.)*
- |   |   |  |
|---|---|--|
| 1 | A gas tax where you pay by the gallon of gas,                       |  |
| 2 | A road usage charge where you pay by the mile,                      |  |
| 3 | <i>(Don't Read)</i> Prefer either options / they are the same to me |  |
| 4 | <i>(Don't Read)</i> Not Sure  |  |
| 5 | <i>(Don't Read)</i> Neither gas tax or usage charge is fair         |  |
| 6 | <i>(Don't Read)</i> Refused   |  |

# Appendix C: Questionnaire

T10-18 Next, I want to read you several short statements and please let me know how important each is to you on a five-point scale, where 1 is not at all important and 5 is very important. On a 1 to 5 scale, how important to you is... **(Programming: - RANDOMIZE ORDER OF STATEMENTS)**

10. Improving Regional Airports	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6
11. Operating and maintaining Washington's ferry system	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6
12. Increasing law enforcement and public safety efforts on our state highways	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6
13. Making sure rural roads and mountain passes remain open year-round	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6
14. Expanding public transit services like buses, vanpools, and dial-a-ride	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6
15. Building bike lanes	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6
16. Widening and building more roads and highways	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6
17. Building or improving sidewalks	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6
18. Maintaining and repairing existing roads, highways, and bridges	Not at All Imp					Very Imp	Not Sure
	1	2	3	4		5	6

# Appendix C: Questionnaire

- T19. Currently, **public transit** operations are funded with federal and local tax dollars but not with State gas taxes. Knowing this, do you support or oppose Washington State providing more state transportation funding to help fund public transit services? Would you say you ...  
**(Interviewer – READ LIST)**

- 1 Strongly Support, or
- 2 Somewhat Support, or
- 3 Somewhat Oppose, or
- 4 Strongly Oppose providing gas tax revenue to help fund public transit services?
- 5 *(Don't Read)* Not Sure
- 6 *(Don't Read)* Refused

- T20. Currently, about 70% of the daily operational costs of the Washington State Ferries are covered by fares paid by the riders. The remaining 30% is covered by gas tax revenues. Gas tax revenues also cover the costs of ferry boats and terminals. Do you support or oppose using state gas tax revenues to fund the Washington State Ferry System? Would you say you ... **(Interviewer – READ LIST)**

- 1 Strongly Support, or
- 2 Somewhat Support, or
- 3 Somewhat Oppose, or
- 4 Strongly Oppose using state gas tax revenue to fund the Washington State Ferry system?
- 5 *(Don't Read)* Not Sure
- 6 *Don't Read)* Refused

# Appendix C: Questionnaire

- T21. The next couple of questions are about **tolling**, that is, charging drivers a fee on some major highways and bridges in heavily congested areas. Tolls are collected electronically so that drivers do not have to stop at toll booths. In general, do you support or oppose tolling as a way to help pay for new state transportation projects? Would you say ... **(Interviewer – READ LIST - IF ASKED: *Electronically collected tolls are used in several places in Washington to help pay for new construction of state transportation projects like the Tacoma Narrows Bridge and the 520 Bridge in Seattle.*)**
- 1 Strongly Support, or
  - 2 Somewhat Support, or
  - 3 Somewhat Oppose, or
  - 4 Strongly Oppose as a way to help pay for new state transportation projects?
  - 5 *(Don't Read)* Not Sure
  - 6 *(Don't Read)* Refused
- T22. Toll rates that change based on time of day are known as variable tolls. This approach to tolling helps reduce congestion by charging a higher toll during the busiest hours and a lower toll during less-busy hours – just like how movie theaters charge less for the matinee. In general, do you ... **(Interviewer – READ LIST)**
- 1 Strongly Support, or
  - 2 Somewhat Support, or
  - 3 Somewhat Oppose, or
  - 4 Strongly Oppose the concept of variable tolling on major state highways in heavily congested areas?
  - 5 *(Don't Read)* Not Sure
  - 6 *(Don't Read)* Refused

# Appendix C: Questionnaire

T23. Express Toll Lanes allow people traveling alone to pay a toll to use the High Occupancy Vehicle (HOV) lanes. The toll amount changes based on traffic speeds – slower speeds cause the toll to increase and faster speeds keep the toll low. In general, do you ... **(Interviewer – READ LIST)**

- 1 Strongly Support, or
- 2 Somewhat Support, or
- 3 Somewhat Oppose, or
- 4 Strongly Oppose Express Toll Lanes on major state highways in heavily congested areas?
- 5 *(Don't Read)* Not Sure
- 6 *(Don't Read)* Refused

T24-29 Please think about all the trips you personally made from home during a typical week last year such as going to work, running errands, or going to appointments. Approximately what percentage of those trips per week are done by **(Interviewers – READ LIST AND RECORD PERCENTAGE – IF ASKED: *Your best guess is okay*)**

24. \_\_\_\_\_% Walking to your work, appointments or errands?
25. \_\_\_\_\_% Riding a bicycle to your work, appointments or errands?
26. \_\_\_\_\_% Riding a motorcycle to your work, appointments or errands?
27. \_\_\_\_\_% Riding public Transit to your work, appointments or errands?
28. \_\_\_\_\_% Carpooling to your work, appointments or errands?
29. \_\_\_\_\_% Driving alone in your vehicle to your work, appointments or errands?

**PROGRAMMING: If percentages do not add to 100% the first time, we will make one attempt to reconcile.**

Those answers didn't add to 100%, they added to **(insert sum)**. Let's try just one more time.

# Appendix C: Questionnaire

- T30. What additional comments on Washington State's Transportation System would you like to share?
- T31. Changing the subject, what additional comments on any topic or issue would you like to share with state decision makers?
- D1. The last few questions are for classification purposes only. Would you describe the area you live in as ... **(Interviewer – READ LIST)**
- 1 Urban/City
  - 2 Suburban
  - 3 Rural?
  - 4 *(Don't Read)* Don't know
- D2a. Regarding cellphones and house land lines, do you ... **(Interviewer – READ LIST)**
- 1 Rely on your cellphone totally as you have NO home land line, or **SKIP TO D3**
  - 2 Do not have a cell phone, only use your house land line, or **SKIP TO D3**
  - 3 Have both a cellphone and house land line?
  - 1 *(Don't Read)* Prefer not to answer
- D2b. How much do you rely on your cell phone? Stop me when I get to the category that best fits you. Would you say you ... **(Interviewer – READ LIST)**
- 1 Rely on your cellphone all the time and almost never use the home land line, or
  - 2 Use your cellphone a great deal but occasionally use the home land line, or
  - 3 Occasionally use your cellphone but use the home land line a great deal, or
  - 4 Use your cellphone just for emergencies and always use the home land line?
  - 1 *(Don't Read)* Prefer not to answer

# Appendix C: Questionnaire

D3. What year were you born in?

- 1 \_\_\_\_\_
- 2 Prefer Not to Answer

D4. Are you of Spanish, Hispanic, or Latino origin? **(Do not read list.)**

- 1 Yes
- 2 No
- 3 Don't know/Not sure
- 4 **Refused**

D5. What is your ethnic origin? Would you say you are ... **(Interviewer – READ LIST)?**

- 1 Caucasian
- 2 African - American
- 3 Asian – Pacific Islander
- 4 Native American
- 5 Arab - American
- 6 Other (SPECIFY) \_\_\_\_\_
- 7 *(Don't Read)* Prefer not to answer

D6. How many people live in your household, including you?

- 1 \_\_\_\_\_ (1,2,3,4,5,6,7,8,9,10+)
- 1 **Prefer Not to Answer**



# Appendix C: Questionnaire

- D7. How many children under 18 years of age live in your household?
- 1 \_\_\_\_\_ (0, 1,2,3,4,5,6,7,8,9,10+)
  - 2 Prefer Not to Answer
- D8. What is the last grade of school you completed? **(Interviewer – READ LIST)**
- 1 Some high school or less
  - 2 High school graduate (*Don't Read – GED*)
  - 3 Technical or vocational training beyond high school
  - 4 Some college (*Don't Read – Associate's degree*)
  - 5 College graduate
  - 6 Graduate school
  - 7 (*Don't Read*) Other \_\_\_\_\_
  - 8 (*Don't Read*) Prefer Not To Answer
- D9. What is your primary employment status? Are you... **(Interviewer – READ LIST)?**
- 1 Employed full-time
  - 2 Employed part-time
  - 3 Employed college student
  - 4 Unemployed college student
  - 5 Homemaker
  - 6 Military personnel
  - 7 Not currently employed
  - 8 (*Don't Read*) Other (SPECIFY) \_\_\_\_\_
  - 1 (*Don't Read*) Prefer not to answer

# Appendix C: Questionnaire

D10. Is your total annual household income before taxes ... **(Interviewer – READ LIST)?**

- 1 Under \$15 thousand
- 2 \$15 to \$24 thousand (\$24,999)
- 3 \$25 to \$34 thousand (\$34,999)
- 4 \$35 to \$49 thousand (\$49,999)
- 5 \$50 to \$74 thousand (\$74,999)
- 6 \$75 to \$99 thousand (\$99,999)
- 7 \$100 to \$149 thousand (\$149,999)
- 8 \$150 thousand or more
- 9 *(Don't Read)* Prefer not to answer

END

Thank respondent for their input and help.